

M. MUNEYA
JAPANESE PHOTOGRAPHER
All kinds of Photographs
Work done in latest styles.
DEVELOPING AND PRINTING FOR
AMATEURS A SPECIALTY.
8a. QUEEN'S ROAD
ST. CENTRAL.

The China Mail

ESTABLISHED 1845

ASK FOR
SUTTON GARDEN
LONDON.
OLD TOM GIN
CORRA BRAND.
SOFT AS CREAM.
AGENTS:
Bumann & Berlinger.

No. 14,702

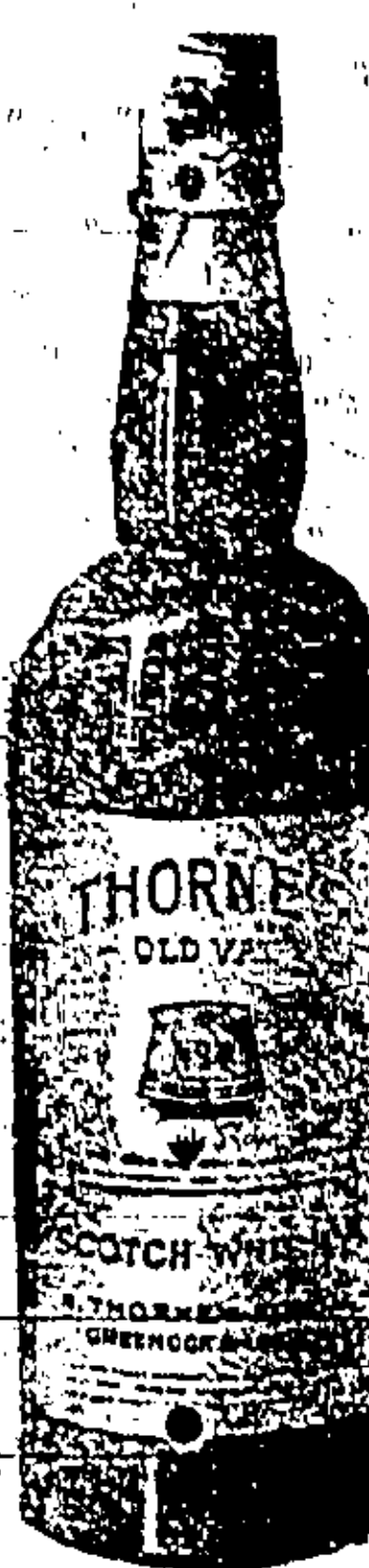
號三月六年十一百九千一英

HONGKONG, FRIDAY, JUNE 3, 1910.

日六廿月四年二號宣

PRICE, \$3.00 Per Month

OLD VAT
No. 4
SCOTCH
WHISKY
Sole Agents in
HONGKONG
CHINA &
MANILA.
A.S. Watson &
Co., Ltd.
As supplied to the
House of Lords
and
House of Commons.



CHINA MUTUAL LIFE IN-
SURANCE CO., LD., OF
SHANGHAI
DIRECTORS AND OFFICERS.
Alexander McLeod, Esq., Chairman.
O. Stephenson, Esq.,
Lee Yung Shu, Esq.,
J. H. McMichael, Esq.,
C. R. Barkill, Esq.,
J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary.
A strong British Corporation Registered
under Hong Kong Ordinances and under
Life Assurance Companies' Act, England.
Insurance in Hong Kong \$3,000,000.
Assets 7,114,400.00.
Income for Year 3,073,834.81.
Total Security to Policy-
holders 7,985,352.93.
Lectures Knox, Esq., Hongkong, Canton,
District Manager, Macao and the
B. W. Tate, Esq., District Secretary, Philippines.
Alexandra Building, Hongkong.
Hongkong, November 16, 1909. 1424

MR. GRAHAME-WHITE'S FLIGHT

A correspondent writes to the Straits
Times:—Coming home very late from a ball
the other night, I was just about to let
myself into my chambers, when a small
cockney office boy stopped and asked me
the way to Wormwood Scrubs. I told
him and he marched swiftly and deter-
minedly away on his long walk. When I
was half undressed, it suddenly flashed
upon me why that boy was going at dawn
to the "Scrubs." Like lightning I put
other and warmer clothes on to my person
and called out just as four-thirty was chim-
ing from a neighbouring church. A short
consultation with a half tipsy cabman, the
only one to be seen for miles, and I was
bowling (you do "bowl" in a hansom,
don't you?) away to the "Scrubs" as fast
as the poor tired beast in front of me could
go.

I reached that desolate moor just as
five o'clock was striking and found a long
line of motors and cabs already there and
some four or five thousand people with their
heads all turned in the direction of Park
Royal. The crowd was of all sorts and de-
scriptions, young clerks on bicycles, exuberant
young gentlemen in fur overcoats and dress
clothes, a group of boys whirling away their
tadpole with a football of all things which
floated up into the dawn and looked much
like the tiny speck we were all craning our
necks to see rising over the chimneys of
Park Royal. It was bitterly cold and a
scarlet and gold dawn illuminated the whole
sky eastward, while a thick mist hung over
suburban London to the west. At last I
descried a speck, and then about thirty
seconds afterwards, so did the crowd, for a
roar went up, "Here he comes!" The
speck was travelling towards us at a tre-
mendous speed and very soon after seeing
it we could hear the roar of the motor and
propellers. Cheer after cheer rent the
stillness of the morning as Grahame White
few right over our heads. He waved his
hand to us several times, and then taking
his machine with a gorgeous sweep, he
rounded the gasometer and disappeared into
the mist hovering over the railway
line to Willesden.

He was in sight a very short time, but I
think all that sporting crowd will never re-
gret the bother of going down at the pre-
posterous hour they did, to see this plucky
fellow attempt the enormous task he had in
hand. I had never seen an aeroplane of
any description in flight before, and I must
say it is wonderfully awe-inspiring. The
roar of the propellers which appear only a
solid black circle to the eye of the watcher
below, the poorly whiteness of the canvas
frames, stretched out like a box kite, and
the small laddled figure of the man, all
seem to the more pedestrian a fantasy in
a dream.

Business Notices.
W. S. BAILEY & Co., Ltd.
TELEPHONE, K 21.
Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs and Bridge Work.
SLIPPING AND REPAIRS AT LOWEST RATES.
Air Compressor with Hammers and Drill, etc.
MANUAL FIRE ENGINE.
Engines, Boilers, Launches, Pumps,
Engineers' Fittings and Supplies.

Ground Floor Shop To Let in
Chater Road.
**THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD.**

S.S. "SUI-TAI" 1,295 Tons and "SUI-AN" 1,295 Tons.
Departures from Hongkong to Macao on week days at 5 a.m. and 2 p.m. from the
Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.
EXCURSION TO MACAO.
The Company's Steamship "SUI-AN"
GREAT REDUCTION IN FARES.
1st Class Return.....\$2.00. 2nd Class Return.....\$1.50.
Single.....1.00. Single.....0.60.
Departure from Hongkong at 9 a.m. Departure from Macao at 5 p.m.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30
a.m. and from Hongkong at 1 p.m. from the COMPANY'S WING LOK STREET
WHARF. This steamer comes with the returning steamer from Macao.
First-class fare by steamer leaving at 1 p.m. and returning with excursion steamer
at 5 p.m. \$1. Single Fare also \$1.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSONS, (First Floor).
Hongkong, January 1, 1909. 12

Thousands of Dollars are saved by the expenditure of a few cents.
BY THE USE OF
SOLIGNUM
THE Wood and Brickwork Preservative which really does what is claimed for it. IT
IS ABSOLUTE DEATH TO THE WHITE ANTS.
Extensively used by the Government at Hong Kong, Canton, and all large local concerns.
Prospectus samples and all information from the General Agents,
SIEMSEN & Co.,
(Machinery Dept.) HONGKONG.
Hongkong, December 7, 1909. 1519

ASTOR HOUSE HOTEL
(LAI & CONNAUGHT HOTEL).
QUEEN'S ROAD CENTRAL

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entire
New Management. Large and Comfortable Rooms, Excellent Cuisine, under the
supervision of an experienced French Chef.

PARTICULARS AND RATES on application to **MANAGER.**
L. GAMEAU Proprietor. **N. BLUMENTHAL, Manager.**
Hongkong, October 3, 1908. 1521

BALLOON ASCENT.

ON account of the rain the
BALLOON ASCENT at
Happy Retreat has been POST-
PONED to SATURDAY after-
noon, June 4th.

Gates Open.....2 p.m.
Ascent.....6 p.m.
In case of bad weather on Saturday,
the Ascent will be made on MONDAY,
June 6th.
Hongkong, June 2, 1910. 709

JAPANESE MASSAGE.

Masseur MEIJI SHA,
GRADUATE OF
KOBE MASSAGE SCHOOL.
ATTENDANCE AT
PATIENTS' RESIDENCES.
No. 171, WANCHAI ROAD,
Ground Floor.
Hongkong, June 2, 1910. 708

NIGHT STEAMER TO CANTON.

NEW TWIN SCREW STEAMER,
S.S. SAN CHEUNG

Fitted throughout with Electric Light
and Fuel supplied in all Cables.
Captain J. McGOWAN.
LEAVES Hongkong for Canton at 9 p.m.
SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 5.30 p.m. on
MONDAY, WEDNESDAY & FRIDAY.
Fare, 1st-Class.....\$2.50 single passage.
Meals.....\$1 each.
Servants' passages must be paid for.
QUEUNG ON STEAMSHIP CO., LD.,
No. 235, Des Voeux Road Central.
Hongkong, November 15, 1908. 134

NOTICE.

NOTICE IS HEREBY GIVEN that the
Firm of PERCY SMITH & SETH
for some time carrying on business as Public
Accountants at 5, Queen's Road Central,
Victoria, in the Colony of Hongkong and
elsewhere in this day dissolved by mutual
consent.
Mr H. PERCY SMITH will continue
to carry on business at the above named
premises and Mr J. H. SETH at No. 4,
Lee Home Street.
Dated 31st May, 1910.
H. PERCY SMITH,
J. HENNESSY SETH.
Witnesses:
C. E. H. BEAVIS,
Solicitor, Hongkong. 701

E. C. WILKS,
M. I. MECH

CONSULTING ENGINEER
SURVEYOR & VALUER

OF ALL CLASSES
MACHINERY & EFFECTS.

YORK BUILDINGS,
(1st Floor), HONGKONG.

Office Tel. 185. Residence K20.

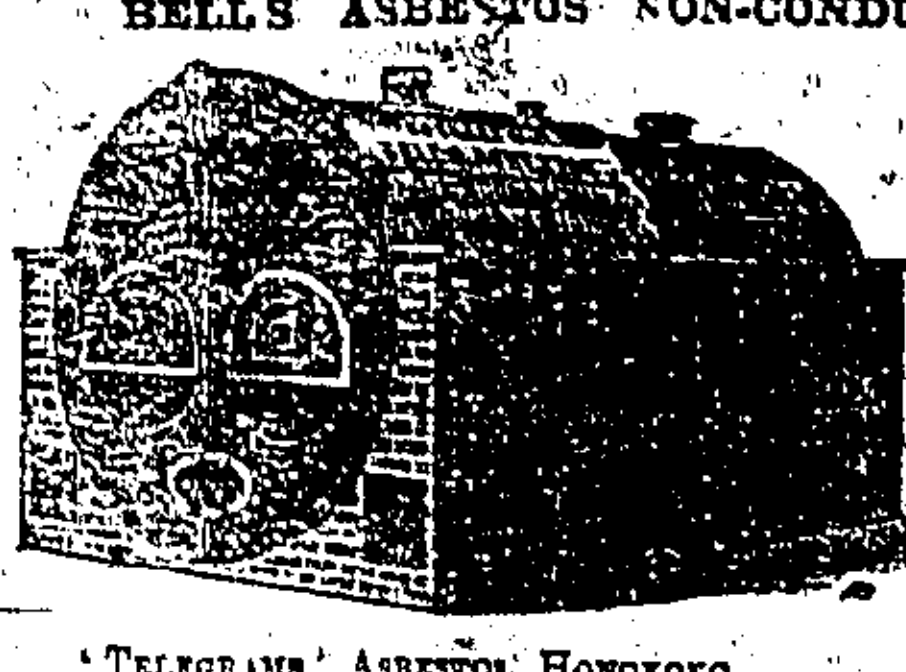
Tel. Address: WICKHAM, HONGKONG.
Hongkong, April 14, 1909. 615

THE GRAND CARLTON HOTEL


8 and 10, Ice House Road.

FIRST-CLASS, THE BEST IN EVERY RESPECT.
Renowned Cooking. Central for all Theatres, Chief Places of Interest and Fashionable
Shopping District.
Moderate Terms.
O. E. OWEN, Proprietor.

Business Notices.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED
SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.
SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPIES
WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.
ESTIMATES GIVEN
FOR WORK FINISHED COMPLETE.
OR SUPPLIED IN
Bags of 1 cwt. each.
OFFICE:—
4, QUEEN'S BUILDINGS.
TELEPHONE No. 591.



LANE, CRAWFORD & CO.
WHITE MOUNTAIN
ICE CREAM FREEZERS
1 pt. 1 qt. 2 qts. 3 qts. 4 qts. 6 qts. 8 qts. 10 qts.
Ice
Pails.
Ice
Picks.
Ice
Shaves.
Ice
Blankets.
TEAKWOOD ICE CHESTS
(ASBESTOS PACKED).
LANE, CRAWFORD & CO.
GUARANTEED ABSOLUTELY PURE



O. B.
BEER
IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST
SCIENTIFIC METHODS.
Price \$12.00 - - - Per Case.
THE BEST AND MOST WHOLESOME TONIC IS
BOCK BEER
TAKEN WITH YOUR MEALS.
\$14.00 - - - Per Case.
From your dealer, or from the
ORIENTAL BREWERY, LTD.
Depot 55-57, Des Voeux Road.

DIAMONDS AND GEM-SET JEWELLERY
Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,
Charms, Chains, Links, &c.
Jade Stone and Chinese Made Gold Jewellery
GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.
Repairs of Watches and Jewellery effected by experienced European.
J. ULLMANN & CO.
14, Queen's Road Central, Opposite General Post Office.

**PRICKLY HEAT LOTION AND
POWDER**
SAFE REMEDIES FOR ALLAYING THE IRRITATION.
SUN GLASSES.
HOUSEHOLD AMMONIA
FOR THE BATH AND ALL TOILET PURPOSES.
NESTOR SANITARY FLUID
A RELIABLE DISINFECTANT.
One Pint Tins 50 cents. One Gallon Tins \$2.00.
VICTORIA DISPENSARY.

THE GRAND CARLTON HOTEL
8 and 10, Ice House Road.
FIRST-CLASS, THE BEST IN EVERY RESPECT.
Renowned Cooking. Central for all Theatres, Chief Places of Interest and Fashionable
Shopping District.
Moderate Terms.
O. E. OWEN, Proprietor.

Business Notices.
GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT
In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory.
In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory.
Shewan, Tomes & Co.,
GENERAL MANAGERS.

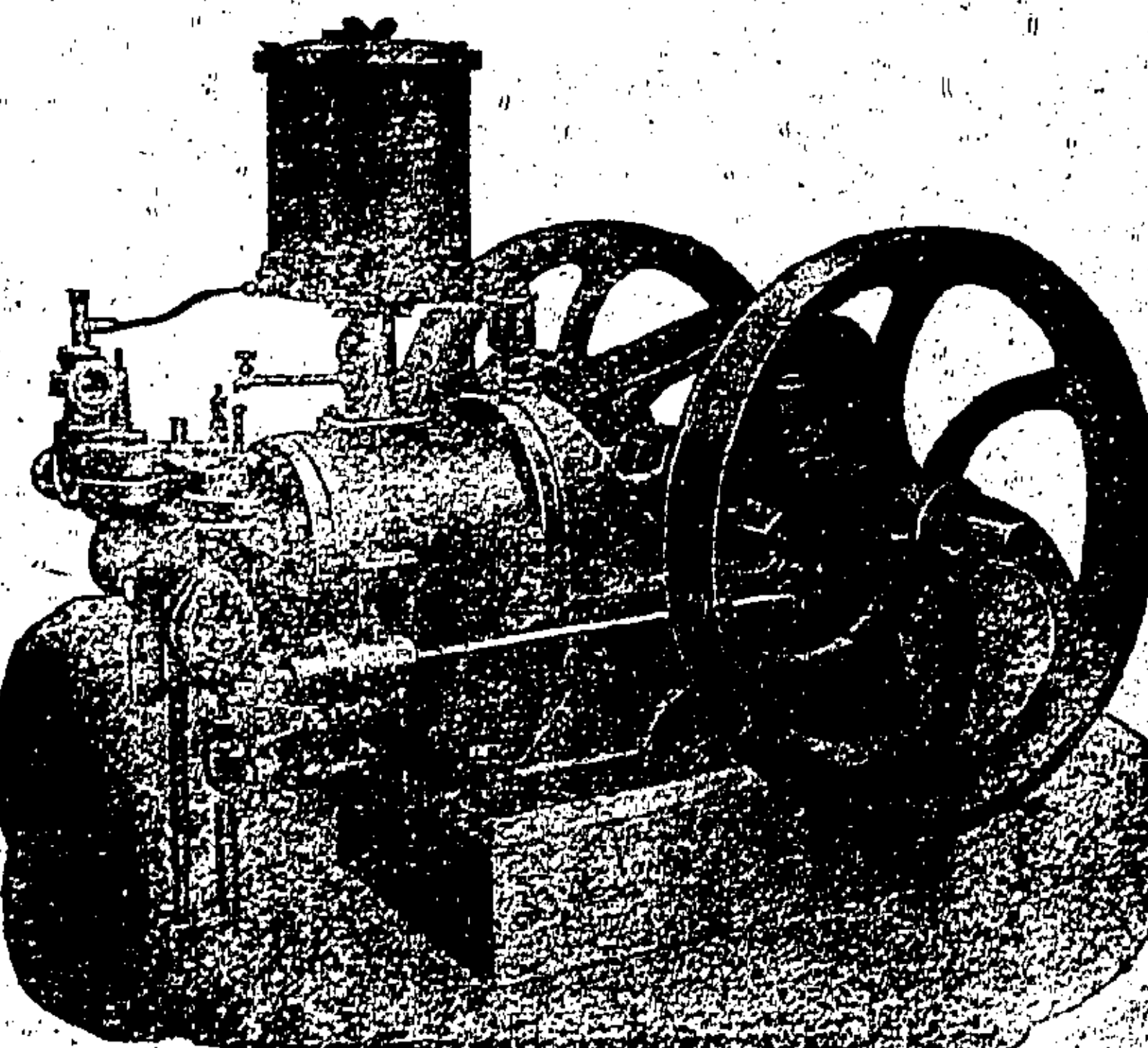
FAIRALL & CO.
NEW DRESS GOODS
BATHING SUITS & CAPS.
PETER PAN COLLARS & CUFFS.
HANDKERCHIEFS,
GLOVES, etc.
TELEPHONE 644. 7 & 9, PEDDER STREET.

THE HONGKONG HOTEL.
UNRIVALED FOR COMFORT AND COUSINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Manager.

PEAK HOTEL.
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
Winter. Commanding magnificent view of Hongkong, this Hotel is a first-class
hotel for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms:—From \$5 per day. Meas. Telephone Add: "Peakful".
Town Office: 4, Des Voeux Road.
Hongkong, February 3, 1908.

JAMES B. PETTER & SONS, LD.,
NAUTILUS WORKS, YEovil, ENGLAND.

T. H. & J. Daniels, LD.,
ENGINEERS, GAS PLANTS MANUFACTURERS, STROUD, ENGLAND.
Producer Gas is now admitted to the most economical
Source of Power.



Makers of the most up-to-date Gas and Oil Engines in the world
and the most improved Suction Gas Plants
from 4 to 150 Brake Horse Power in stock and building
at works.

REPRESENTATIVES IN HONGKONG AND CANTON—
WILLIAM C. JACK & CO., LTD.
14, DES VOEUX ROAD CENTRAL, HONGKONG.

Kupper's
Pilsener Beer.
The Leading Beer in the Far East.
Sole Agents
Caldbeck, Macgregor & Co.,
Wine & Spirit Merchants.
Hongkong, May 25, 1910.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES;
GARGLE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. ARE AGENTS FOR ROYAL FAMOUS TELESCOPES AND
BINOCULARS, BORD KEELING'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

No. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

Sole Agent August 12, 1908.

ORIENTAL HOTEL

No. 2, Queen's Road Central

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.
SITUATED in the most central position. Large and airy rooms. Hot and Cold
Water Bath, Gas and Electric Light. Cuisine entirely under European Super-
visor. Private Bar and Billiard Rooms. Monthly Rates for Time and Dinner.
Terms moderate.

FREDERICK REICHMANN, Proprietor & Manager.
(late Manager of J. Lyons & Co. (Trocadero) leading Caterers in London and of the
Grand Oriental Hotel, Colombo).
TELEPHONE No. 157. Telegram Address "COMFORT," Hongkong.
Hongkong, December 1, 1909.

WHITE ANTS.

AVENARIUS CARBOLINEUM

THE BEST
WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND
LASTING PROTECTION
AGAINST

WHITE ANTS.

GOVERNMENT AND OTHER TESTIMONIALS.

SOLE AGENTS:

MELCHERS & CO.

NATURAL
ENO'S
HEALTH-GIVING
FRUIT
REFRESHING
SALT
INVIGORATING

THE CHINA MAIL, LTD.

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-
TUSES, WINE LIST, ETC., ETC., ETC.

Obtain quotations from,

THE CHINA MAIL OFFICE,
5, Wyndham Street.

European Supervision

Moderate Prices.

PRIZE MEDAL PHILADELPHIA EXHIBITION 1876
JOHN OAKLEY & SONS
WELLINGTON EMERY & BLACK LEAD MILLS LONDON
EMERY
EMERY GLASS BLACK CLOTH PAPER LEAD
WELLINGTON KNIFE POLISH
JOHN OAKLEY & SONS LIMITED, "WELLINGTON MILLS" LONDON

Intimations.



MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, HOJO,
NAMAZUTA, SAYO, SHINNEW
and KAMUYAMADA Collieries.

SOLE AGENTS FOR KISHIDAKE, MI-
YAO, and KIGIO-KOMATSU Coals.

HEAD OFFICE - TOKYO.

BRANCH OFFICES -

Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

TEL. ADDRESS for above: "IWASAKI"
Code: -A1, ABO 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macondray & Co.

For particulars, apply to

H. OISHI,

Manager,

No. 2, PRINCE STREET,

Hongkong, January 9, 1909.

818

SUTTON'S SEEDS.

SPECIAL selected collections for this

climate

VEGETABLES and FLOWERS

IN AIR-TIGHT CASES.

\$2.50, 5.00, 7.50 and 10.50

MAJOR.

CHINA EXPRESS CO.

ROBELL STREET.

TELEPHONE 688.

Hongkong, May 30, 1910.

682

THE BIRD IN

THE HAND

(A BIRD IN THE HAND IS

WORTH TWO IN THE BUSH).

THE bird in the hand is the

best. It requires some sort of

attraction in the first place to get

the customer there—about the best

attraction is a real, live advertisement

something good that will catch the eye

that has been carefully written, arti-

ciously compiled and strikingly set up.

Advertisements in the China Mail and

Overland China Mail read the best

look the best and give the best results.

Hongkong, April 12, 1910.

484

PATELL & CO.,

Exporters & Importers

General Merchants

and

Commission Agents.

Hongkong and

Canton.

JAPANESE MAKERS.

EVERY KIND

OF

Footwear.

MADE

TO

ORDER.

CHERRY & CO.,

35, WELLINGTON STREET,

Hongkong, May 5, 1910.

798

RUBBER NOTES.

Rubber is still falling on the Home
market and the price of shares is con-
sequently affected, though we are far from
that state when men say "The bottom
has been knocked out of the market."

The total crop from the three estates of
the Consolidated Malay Rubber Estates
Ltd., for the past year amounted to
215,899 lb., an increase on that of the pre-
vious year of 104,308 lb., an average yield
of 3.77 lb. per tree. Alford estate pro-
duced 104,249 lb.; Alfordale, 53,088 lb.; and
Loigh, 24,561 lb. On Alfordale 16,900 and
on Loigh 6,900 of the trees were young and
only lightly tapped. The average net price
realized was 7s 2.07d. per lb., against 4s
2.25d. per lb. for 1908. The total amount
of profit available for distribution was
£57,723, and this it is proposed to deal with
as follows:—Interim dividend of 20 per
cent., free of income-tax, £12,401; final
dividend of 60 per cent., free of income-
tax, £37,324; and general reserve fund ac-
count, £2,000; carrying forward £26,118.

The directors of Sheldoff Rubber Estate,
recommending a dividend of 7 1/2 per cent. for
the year 1909, as compared with 3 per cent.
for 1908, carrying forward £330.

The Gelonda Malay report states the
balance of profit, after writing off purchase
property account £1,833 and estate develop-
ment £3,761 is £19,286. A dividend of
25 per cent. is declared and £911 carried
forward.

The report of Highlands and Lowlands
for 1909 states that the profit amounts to
£113,662. After deducting two dividends
each of 7 1/2 per cent., there remains a
balance of £68,733, in which with £6,337
brought from 1908, £75,070. The directors
recommend a final dividend of 20 per cent.,
less tax, making a total distribution of 35
per cent. for the year 1909, carrying for-
ward £13,918.

The London Asiatic Rubber and Produce
Company, Ltd., pays 12 1/2 per cent. and
carries forward £5,200.

The Screman Rubber Estate Company
pays 12 1/2 per cent. in respect of the half-
year July-December.

The report of the Sheldoff Rubber
Estate, Limited, states that the yield of
dry rubber for the year to December 31
amounted to 33,097 lbs., and this was
obtained from 865 acres, a considerable
portion of which was only tapped towards
the end of the year. This compares with
23,394 lbs. for last year and 15,454 lbs.
for the year before. The estimate of
rubber to be obtained for this year is
75,000 lbs. The average price received for
last year's crop works out at 7s. 0 1/2d. per
lb., as compared with 4s. 1d. for 1908
and 3s. 9 1/2d. for 1907. The sum at
the credit of profit and loss account
amounts to £7,314; the directors re-
commend that the balance of the prelimi-
nary expenses and brokerage connected with
the formation of the company be written
off, £2,000, leaving a sum of £5,314. The
directors recommend that a dividend of 7 1/2
per cent., free of income-tax, should now
be declared; this will absorb £4,875,
leaving £439 to be carried forward, sub-
ject to directors' fees.

Messrs. Barker and Co. report having
received a telegram from the secretary of
the Ladbury Rubber Company, in London,
advising that the directors have declared a
dividend of 17 1/2 per cent. for the year
ended December 31, 1909. They have also
placed the sum of £1,750 to reserve,
£1,000 to bonus to employees' fund and
are carrying forward £350 to next account.

Messrs. Barker and Co. report having
received a telegram from the secretary of
the Ladbury Rubber Company, in London,
stating that the directors have declared a
final dividend of 17 1/2 per cent.
(making with the 10 per cent. already paid
27 1/2 per cent. for the year.) The directors
have added to the reserve fund the sum of
£7,000, and £3,150 to employees' bonus
fund, carrying forward £1,350.

The annual ordinary general meeting of
the Glenisheil Rubber Estates Company,
Limited, was held recently; Mr. E. L.
Hamilton (the chairman) presiding.
The chairman, in the course of his re-
marks, said: "The share capital authorized
is £30,000, all of which has been issued,
and at the close of the year 9,191 shares
were fully paid and 20,809 shares were
15s. paid, making 30,000 shares in all. The
final call of 5s. per share on the 20,809
shares has since been paid in full. We
acquired during the year several small
blocks of land adjoining our original
estates for a sum of £3,559 7s. The ap-
proach of the estates and the opening out
and planting of 263 acres during last year
represent an expenditure of £7,450 2s. 7d.,
from which we have deducted the receipts for
rubber sold and value of the stock
rubber at the close of the year.
The expenditure on buildings during the
year was £292 15s. 8d., a considerable por-
tion of which was for a new bungalow on
Glenisheil Estate. The stock of rubber was
valued at £1,405 0s. 10d., and I am glad to
be able to tell you that it has since been
sold, and has realized about £1,000 more
than the valuation. This, together with the
balance, comes to £2,385.

The annual ordinary general meeting of
the Glenisheil Rubber Estates Company,
Limited, was held recently; Mr. E. L.
Hamilton (the chairman) presiding.
The chairman, in the course of his re-
marks, said: "The share capital authorized
is £30,000, all of which has been issued,
and at the close of the year 9,191 shares
were fully paid and 20,809 shares were
15s. paid, making 30,000 shares in all. The
final call of 5s. per share on the 20,809
shares has since been paid in full. We
acquired during the year several small
blocks of land adjoining our original
estates for a sum of £3,559 7s. The ap-
proach of the estates and the opening out
and planting of 263 acres during last year
represent an expenditure of £7,450 2s. 7d.,
from which we have deducted the receipts for
rubber sold and value of the stock
rubber at the close of the year.
The expenditure on buildings during the
year was £292 15s. 8d., a considerable por-
tion of which was for a new bungalow on
Glenisheil Estate. The stock of rubber was
valued at £1,405 0s. 10d., and I am glad to
be able to tell you that it has since been
sold, and has realized about £1,000 more
than the valuation. This, together with the
balance, comes to £2,385.

The annual ordinary general meeting of
the Glenisheil Rubber Estates Company,
Limited, was held recently; Mr. E. L.
Hamilton (the chairman) presiding.
The chairman, in the course of his re-
marks, said: "The share capital authorized
is £30,000, all of which has been issued,
and at the close of the year 9,191 shares
were fully paid and 20,809 shares were
15s. paid, making 30,000 shares in all. The
final call of 5s. per share on the 20,809
shares has since been paid in full. We
acquired during the year several small
blocks of land adjoining our original
estates for a sum of £3,559 7s. The ap-
proach of the estates and the opening out
and planting of 263 acres during last year
represent an expenditure of £7,450 2s. 7d.,
from which we have deducted the receipts for
rubber sold and value of the stock
rubber at the close of the year.
The expenditure on buildings during the
year was £292 15s. 8d., a considerable por-
tion of which was for a new bungalow on
Glenisheil Estate. The stock of rubber was
valued at £1,405 0s. 10d., and I am glad to
be able to tell you that it has since been
sold, and has realized about £1,000 more
than the valuation. This, together with the
balance, comes to £2,385.

The annual ordinary general meeting of
the Glenisheil Rubber Estates Company,
Limited, was held recently; Mr. E. L.
Hamilton (the chairman) presiding.
The chairman, in the course of his re-
marks, said: "The share capital authorized
is £30,000, all of which has been issued,
and at the close of the year 9,191 shares
were fully paid and 20,809 shares were
15s. paid, making 30,000 shares in all. The
final call of 5s. per share on the 20,809
shares has since been paid in full. We
acquired during the year several small
blocks of land adjoining our original
estates for a sum of £3,559 7s. The ap-
proach of the estates and the opening out
and planting of 263 acres during last year
represent an expenditure of £7,450 2s. 7d.,
from which we have deducted the receipts for
rubber sold and value of the stock
rubber at the close of the year.
The expenditure on buildings during the
year was £292 15s. 8d., a considerable por-
tion of which was for a new bungalow on
Glenisheil Estate. The stock of rubber was
valued at £1,405 0s. 10d., and I am glad to
be able to tell you that it has since been
sold, and has realized about £1,000 more
than the valuation. This, together with the
balance, comes to £2,385.

(Continued on Page 5.)

MONTHS OF MALARIA

AND AGUE REDUCED THIS RAILWAY MAN
IN INDIA TO A NERVOUS
MELANCHOLY WARRIOR.

COMPLETE AND PERMANENT CURE

FOLLOWED

DR. WILLIAMS' PINK PILLS.

Before the introduction of Dr. Williams' Pink Pills for Pale People the usual medi-
cine given for Malaria was Quinine, a drug
which is only a sedative, or temporary
remedy, and which has the disadvantage
that its constant use produces deafness
and other ill-effects. Now all this is
changed. It is realized that Malaria is
caused, by the presence of a poison in the
blood, and the experience of thousands of
sufferers like Mr. G. E. Fowler, a railway
man employed on the Great Indian Penin-
sula Railway, has proved that Dr. Wil-
liams' Pink Pills—the most perfect tonic
blood medicine in the world—permanently
cure it.

"Some time ago," said Mr. Fowler
when interviewed at his home, "Dun-
stable, Charn Road, Broulla, B. M. S. S.
I had several serious attacks of Malaria."

Fever, and these made
me frightfully weak. Some-
times when I was on my en-
gine my hand would start to
go round and round, until I
felt that my legs would hold
me up no longer, and that I
must fall. I stuck to my
work, for about a month
after the fever first
gripped me.

Dr. Williams' Pink Pills for Pale People
were sent me, and I began to take them.
I was so weak that I could not
do my work, but I was so
compelled to give up and
go on sick leave.

"I had been losing weight rapidly and
my appetite had dwindled away almost
to nothing, when the doctor took me in
hand, but although I was under treatment
for two months I got worse and worse
every day, each fresh bout of Fever and
Ague leaving me feeling

MORE DEAD THAN ALIVE.
"I had become indeed a dull, nervous,
melancholy being as a result of the drain
the Malaria was making on my system
when some friends recommended me to
try Dr. Williams' Pink Pills for Pale
People. These good people seemed so sure
of Dr. Williams' Pink Pills doing me good
that I took their advice.

"Soon after commencing the Pills I
began to feel better, and as I went on with
their use I found my strength returning day
by day. By the time I had finished six
bottles of them I was quite well.

I am thankful to say that since that time
the Malaria has NEVER RETURNED.
"I have become quite strong, and enjoy
life and its pleasures once more to the full.
I have been free from Malaria, and the
debility which resulted from it, and Dr. Wil-
liams' Pink Pills, I am sure that others who
are stricken as I was will find a cure also
if they follow my example.

Among other maladies for which Dr.
Williams' Pink Pills are the proved remedy
are Anemia or bloodlessness, Debility,
Nervousness, Liver Disorder, Indigestion,
Headaches, Bile, Rheumatism, Sciatica,
Paralysis, Beri Beri, Eczema, and Skin
eruptions and the after-effects of Fevers,
Dysentery and Chills. They are also widely
known as the great specific for women's
aches and ills. Sold by most medicine
vendors; also obtainable direct from the
Dr. Williams' Medicine Co., 24 Szechuen
Road, Shanghai, 6 bottles for 8s or 1 bottle
for £1.50, post free.

NOTICE.
I, Princess Buildings.
I have this day returned to the Colony
and established myself as a STOCK
AND SHARE BROKER at the above
address.

W. G. WORCESTER.
Hongkong, June 1, 1910. 705

NOTICE.
MR HEDLEY G. WHITE has taken
charge of our business in this port
and is authorized to sign our firm per
procurator.

CONNELL BROS. COMPANY.
Hongkong, 1910. 674

NOTICE.
CHINA COMMERCIAL TRADING
COMPANY, Merchants and Com-
mission Agents, have this day been
established at No. 33, QUEEN'S ROAD
CENTRAL, 2nd Floor.
Dated the 3rd May, 1910.

LO YOK KEE,
Manager.

680

GARMICHAEL AND
OLARKE,
CONSULTING ENGINEERS AND
SURVEYORS.
2, Queen's Building, Hongkong.
8-5, CHANCE ALLIANCE, SHANGHAI.
DAILY ADDRESS.

GARMICHAEL, HONGKONG.
GARMICHAEL, SINGAPORE.
Code: 4th and 5th Editions.
A.B.C. 4th and 5th Editions.
Sieber's Standard; Watkins' Standard.
A.L.
Telephone No. 232.

MARTIN'S
APOL STEEL
PILLS.

A French Preparation for all Venereal
Diseases. Used in the most successful
manner for the cure of the disease in
all its stages. It is a powerful
specific, and its use is recommended
by the highest medical authorities.
It is a powerful purgative, and its
use is recommended by the highest
medical authorities. It is a powerful
specific, and its use is recommended
by the highest medical authorities.

MARTIN'S
APOL STEEL
PILLS.

A French Preparation for all Venereal
Diseases. Used in the most successful
manner for the cure of the disease in
all its stages. It is a powerful
specific, and its use is recommended
by the highest medical authorities.
It is a powerful purgative, and its
use is recommended by the highest
medical authorities. It is a powerful
specific, and its use is recommended
by the highest medical authorities.

MARTIN'S
APOL STEEL
PILLS.

A French Preparation for all Venereal
Diseases. Used in the most successful
manner for the cure of the disease in
all its stages. It is a powerful
specific, and its use is recommended
by the highest medical authorities.
It is a powerful purgative, and its
use is recommended by the highest
medical authorities. It is a powerful
specific, and its use is recommended
by the highest medical authorities.

MARTIN'S
APOL STEEL
PILLS.

A French Preparation for all Venereal
Diseases. Used in the most successful
manner for the cure of the disease in
all its stages. It is a powerful
specific, and its use is recommended
by the highest medical authorities.
It is a powerful purgative, and its
use is recommended by the highest
medical authorities. It is a powerful
specific, and its use is recommended
by the highest medical authorities.

MARTIN'S
APOL STEEL
PILLS.

A French Preparation for all Venereal
Diseases. Used in the most successful
manner for the cure of the disease in
all its stages. It is a powerful
specific, and its use is recommended
by the highest medical authorities.
It is a powerful purgative, and its
use is recommended by the highest
medical authorities. It is a powerful
specific, and its use is recommended
by the highest medical authorities.

MARTIN'S
APOL STEEL
PILLS.

A French Preparation for all Venereal
Diseases. Used in the most successful
manner for the cure of the disease in
all its stages. It is a powerful
specific, and its use is recommended
by the highest medical authorities.
It is a powerful purgative, and its
use is recommended by the highest
medical authorities. It is a powerful
specific, and its use is recommended
by the highest medical authorities.

MARTIN'S
APOL STEEL
PILLS.

A French Preparation for all Venereal
Diseases. Used in the most successful
manner for the cure of the disease in
all its stages. It is a powerful
specific, and its use is recommended
by the highest medical authorities.
It is a powerful purgative, and its
use is recommended by the highest
medical authorities. It is a powerful
specific, and its use is recommended
by the highest medical authorities.

MARTIN'S
APOL STEEL
PILLS.

A French Preparation for all Venereal
Diseases. Used in the most successful
manner for the cure of the disease in
all its stages. It is a powerful
specific, and its use is recommended
by the highest medical authorities.
It is a powerful purgative, and its
use is recommended by the highest
medical authorities. It is a powerful
specific, and its use is recommended
by the highest medical authorities.

MARTIN'S
APOL STEEL
PILLS.

A French Preparation for all Venereal
Diseases. Used in the most successful
manner for the cure of the disease in
all its stages. It is a powerful
specific, and its use is recommended
by the highest medical authorities.
It is a powerful purgative, and its
use is recommended by the highest
medical authorities. It is a powerful
specific, and its use is recommended
by the highest medical authorities.

Intimations.

The genuine mineral water of **VICHY** French state's springs
BE CAREFUL TO NAME WHICH SPRING
VICHY CELESTINS Gout, Gravel, Diabetes, Bladder diseases, Liver complaints.
VICHY GRANDE-GRILLE
VICHY HOPITAL Stomach's diseases.
LOZENGES — SALTS — COMPRIMES VICHY-ÉTAT

PROFESSIONAL ANNOUNCEMENT.

Dr. W. R. LAMB,
AMERICAN OCULIST AND OPTICIAN.

Specialist in Examining and Refracting the Eye and
Correcting Defective Vision.

KING EDWARD HOTEL ANNEX No. 21.

HAS the pleasure again of announcing to the Citizens of Hongkong that he has
opened a consulting room at the above address and will remain till JUNE 27th,
a short yet sufficient time to give those desiring his services the opportunity of consult-
ing him if they will make an appointment at their earliest convenience.

He is fully prepared to examine the eyes with the latest and most approved
methods as employed in the Metropolitan Eye Infirmary, and has the largest supply
and greatest variety of all desirable kinds and styles of mounting and lenses of the best
quality ever brought to Hongkong including several thousand different spherical cylindrical
and prismatic lenses made specially in order to suit the curvature of each eye and
other ocular defects which the common spectacle lenses will not correct. Those having
eye trouble or defective vision, who suffer

POWELL'S

Ladies' =

AND
Children'sBATHING
SUITS,
CAPS
and
SANDALS.

ALEXANDRA BUILDINGS.

A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

SHERRY.

	Per Dozen	Per Bottle
Light Dry	\$12.00	\$1.05
B. V. de Pasto, Green Seal		
Capsule	13.00	1.10
C. C. Oloroso, Red Seal		
Capsule	17.50	1.50
D. Superior Pale Dry, White		
Seal Capsule	19.50	1.65
E. Finest Pale Dry, Nutty.		
Violet Seal Cap-		
sule	25.00	2.15

The following Wines, imported in bottle, have been specially selected and procured from Messrs GEO. C. SANDEMAN, SONS & Co., of London, Oporto, and Nerves.

	Per Dozen	Per Bottle
Light Dry	\$14.00	\$1.20
Solera	20.00	1.70
Very Pale Dry	20.00	1.70
Full Golden	24.00	2.05
Pale Dry Nutty	26.00	2.25
Fine Old Brown	36.00	3.05

NOTE.—For Hongkong. The above prices will be increased by the amount of duty payable—\$3.00 per dozen.

A. S. WATSON & CO.,
LIMITED.

Alexandra Buildings.

EMPIRE CINEMATOGRAPH
THEATRE.PREMIER HALL OF THE COLONY,
Opposite Central Market.2 Performances—7.15 to 9 and
9.15 to 11.30 p.m.GRAND SUCCESS
of the eminent Australian Artists
MISS EVA HUGHES.
MISS WINNIE RYAN.
MISS MADGE MORRIS.
Mr JIM HARVEY.FRIDAY, June 8.
THE MAGNIFICENT FILM.
King Edward's memorial service procession
in SHANGHAI.COMING—SADIE, MISS MYRA
JAMES & SAM GALES.NO HOME
IS COMPLETE

WITHOUT A VICTOR

\$10 PER MONTH

WILL PURCHASE ONE.

A STOCK OF

200 Machines

and

10,000 Records

TO SELECT FROM.

S. MOUTRIE & Co., Ltd.

Hongkong, April 18, 1907.

MEMOS FOR TOMORROW.

Auctions.

11 a.m.—Auction of Miscellaneous Articles at Messrs Hughes & Hough's Sales Rooms.

11 a.m.—Auction of 1 Metal Band Saw & 2 Drill Cylinders at Messrs Hughes & Hough's Sales Rooms.

Noon—Auction of Clothing & Travelling Trunks at Messrs Hughes & Hough's Sales Rooms.

Noon—Auction of Saffron at Government Gunpowder Depot, Green Island.

9.30 p.m.—Auction of Miscellaneous Goods at Mr Geo. P. Lammer's Sales Rooms.

Miscellaneous

6 p.m.—Balloon Ascent at Happy Retreat.

General Memoranda.

SATURDAY, JUNE 11—

Band Concert in Public Gardens.

The China Mail.

HONGKONG, FRIDAY, JUNE 8, 1910.

"THE FINEST SITE."

The Hon. Mr. MURRAY STEWART had another field day in the Legislative Council on Thursday upon that much-debated question which centres round what is known locally as "the finest site in the Colony." The honourable representative upon the Council of His Majesty's Justices of the Peace belongs to a race which thoroughly believes in the maxim of "sticking to it," and, when once the lists have been drawn and the combat started, refuses to withdraw until it has said the last word and delivered the final whacking blow. It is an admirable national trait and one which, within limits, we greatly admire. In the past it has enabled the Scottish people to go far and achieve much. But in the present case we think it has been pushed a little too far. Mr. MURRAY STEWART, at the close of his long flight of eloquence on Thursday, practically admitted that he was flogging a dead horse, that, in fact, "the idea of selling the site is at the moment dead." But the temptation to get in the last word was evidently too much for him. So, mustering up all his dialectical skill, he stretched the Government once again upon the rack and demonstrated to his own satisfaction its lack of consistency, proving his points by quoting the words used on sundry and diverse occasions by Sir HENRY BLAKE, the Hon. Director of Public Works, and Sir FREDERICK LUGARD. Again he demonstrated that he had behind him all the men of light and leading in the Colony, as proved by their signatures attached to the letter which he sent in to the Colonial Secretary; and then he varied the performance slightly by pouring the vials of his stream and denunciation over the heads of those "quidnuncs of the press" who had the temerity to disagree with him and support the Government.

And, after all this noble flow of rhetoric, all the excursions and alarms, all the sounding of trumpets and rolling of drums, we are really standing precisely where we did at the very beginning!

The reason for it all is rather obscure if we can judge by various remarks dropped during the discussion in the Council. The Hon. Mr. MURRAY STEWART said that the Standard Oil Company had now no intention of purchasing the

site, because the architectural conditions which the Government proposed put it outside the range of a reasonable business proposition. The Hon. Mr. E. A. HAWERT declared that the reason was to be found solely in the incapacity of the Treasury; while the Officer Administering the Government thought that perhaps the Standard Oil people had been frightened off the project by the "broad-sides of the honourable member (Mr. MURRAY STEWART) or the pen of a certain lady contributor to the columns of the Press"—to wit, the China Mail. Any way, the tentative enquiry of the Standard Oil people has not been followed up and "the finest site in the Colony" is in no immediate danger of changing hands. The impartial outsider, having but a limited acquaintance with our local politics, would arise from a discussion of Thursday's debate with a feeling that there has been "much ado about nothing," and who shall say that he would be very far wrong in his conclusion? Even now that Mr. MURRAY STEWART has formally declared a truce we see no reason for changing our opinion that the Government, in view of the urgent necessity for the carrying out of certain public works, would be perfectly justified in selling this particular piece of Crown land whenever it requires a reasonable offer for it.

Alongside the harmless fortune-tellers, selectors of lucky dates, palmists and phrenologists who charge a fee for telling a fortune, there exists in Hongkong a class of men who deal in "black magic" or make use of their supposed powers to extract large sums from women. The Government is receiving the hearty support of the Chinese in ridding the Colony of these pests.

Loss small-pox and plague, 23 deaths and 104 deaths respectively, among the Chinese population as against 378 and 957 in 1908, made the year 1909 a happy one for the Chinese, says the Registrar General. "The Sanitary Board does not appear to be such a beguery as it was, and it is a pleasant relief not to hear so much of it as I have had to do of late years."

In Country Life Mr. Ogilvie Grant gives an account of some of the interesting results of the expedition sent by the British Ornithologists' Union to the Snow Mountains, New Guinea. Among the new discoveries is a very remarkable fly of which a figure is given. In this species the eyes are carried at the ends of two long right stalks which project at each side at right angles to the body. These eye-bearing stalks are sometimes longer than the body itself. In some other species of insects the males carry appendages like miniature antlers of the sambar or elk. These are quite distinct from the antennae and their use is unknown.

There has just died at Florence the Countess Faron. She was the last of the Vespucci family. Amerigo Vespucci, it is well known, gave his Christian name to the continent of America, and she traced her descent from the celebrated navigator. Half a century ago the Countess was a personage of note. She played her part in the Garibaldian movement, and she was an intimate friend of Mazzini. She was an object of suspicion to the Grand Duke Ferdinand when she took up her residence in Tuscany, and was under police surveillance. Her husband was a colonel in the French Army, and saw service in the Crimea, where he was severely wounded. He died some years after the Lombardy campaign. For many years she had lived in modest retirement.

THE RAINFALL.

The rain which set in yesterday continued to fall copiously all through the night, much to the joy of everybody. The extent of the fall may be appreciated when it is stated that for the 24 hours ending at 10 a.m. today no less than 8.32 inches were registered. This should well fill the reservoirs and remove all fears of a water famine. At the public stand-pipes to-day there was none of the unseemly fighting for water which has characterised the last few days—thus testifying to the fact that alarm among the Chinese has subsided.

NEWS OF THE DAY.

The number of marriages solemnized in Hongkong during last year was 205, as compared with 168 in 1908. The number contracted at the Registrar General's Office was 55. In 1908 it was 36.

The number of rats caught during 1909 in Victoria was 59,014, and in the Kowloon Peninsula, where rat-catchers have been engaged by the dispensaries and paid by the Sanitary Department, the number was 16,751.

Forged five dollar banknotes are now largely circulated in Indo-China. The Saigon Opinion says that they are very good imitations of the genuine article. The counterfeits, however, show differences in weak colouring and in the inferior quality of the paper.

The public celebration of Confucius's birthday is advanced by the Registrar General as a sign of the growth of a national spirit among the Chinese. Two of the other signs of the times are, he adds, public theatrical performances by amateurs and amateur boxing contests.

Owing to the fact that the collection of certain heads of revenue has been transferred to the Sanitary Department, the revenue from all sources to the Registrar General's Department for 1909 was only about half that of the previous year, namely \$104,138. The expenditure was \$43,723, compared with \$43,848 in 1908, and short of the estimated expenditure by \$2,125.

The dead body of Chinaman, aged about 40 years, was found floating near the Ferry wharf at Kowloon early on Wednesday morning. On examination it was seen that the windpipe was severed and that there were numerous cuts elsewhere on the body. The case is regarded as one of murder, but so far the victim has not been identified. Another body was found yesterday at Austin Barracks, but in this case no foul play is suspected.

Under measures taken for the protection of women and girls by the Registrar General's Department the number of individuals detained under warrant during 1909 was 280, compared with 226 in 1908. They were all sent to the Po Leung Kuk and dealt with in various ways. In addition to those sent under warrant to the institution named a number of others were sent there with their consent, so that the total number of all classes sent was 515. Of these three were runaway maidservants.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year, you are neglecting them, as bowel complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family. A dose or two of this remedy will place the trouble within control and perhaps save a life, or at least a doctor's bill. It has never been known to fail even in the most severe and dangerous cases, and its cost is not beyond the means of any one. For sale by all chemists and storekeepers.

NEWS OF THE DAY.

Attention was last year drawn to alleged malpractices in connection with female emigration to Siam from Hongkong. At the time no proof could be found of an organized traffic in women being carried on, but later in the year sufficient evidence was obtained to warrant action being taken by the Registrar General's Department against some of those concerned in it.

Alongside the harmless fortune-tellers, selectors of lucky dates, palmists and phrenologists who charge a fee for telling a fortune, there exists in Hongkong a class of men who deal in "black magic" or make use of their supposed powers to extract large sums from women. The Government is receiving the hearty support of the Chinese in ridding the Colony of these pests.

Loss small-pox and plague, 23 deaths and 104 deaths respectively, among the Chinese population as against 378 and 957 in 1908, made the year 1909 a happy one for the Chinese, says the Registrar General. "The Sanitary Board does not appear to be such a beguery as it was, and it is a pleasant relief not to hear so much of it as I have had to do of late years."

In Country Life Mr. Ogilvie Grant gives an account of some of the interesting results of the expedition sent by the British Ornithologists' Union to the Snow Mountains, New Guinea. Among the new discoveries is a very remarkable fly of which a figure is given. In this species the eyes are carried at the ends of two long right stalks which project at each side at right angles to the body. These eye-bearing stalks are sometimes longer than the body itself. In some other species of insects the males carry appendages like miniature antlers of the sambar or elk. These are quite distinct from the antennae and their use is unknown.

There has just died at Florence the Countess Faron. She was the last of the Vespucci family. Amerigo Vespucci, it is well known, gave his Christian name to the continent of America, and she traced her descent from the celebrated navigator. Half a century ago the Countess was a personage of note. She played her part in the Garibaldian movement, and she was an intimate friend of Mazzini. She was an object of suspicion to the Grand Duke Ferdinand when she took up her residence in Tuscany, and was under police surveillance. Her husband was a colonel in the French Army, and saw service in the Crimea, where he was severely wounded. He died some years after the Lombardy campaign. For many years she had lived in modest retirement.

SOCIAL AND PERSONAL.

Sapper J. Lawrence, H.K.V.C., has been granted leave of absence for 2 months from the 1st June.

Sergt. S.A. Seth, H.K.V.C., of No. 1 Coy., has been granted six months' extension of leave from the 30th June.

MISSING HONGKONG NATIVES.

The Kidnapping Nuisance.

In the course of the report of the Registrar General for 1909 it is stated that the number of persons reported to the Po Leung Kuk as missing in Hongkong during the year was 238 of whom only 37 were found. The corresponding figures for 1908 were 91 and 32. The number of boys reported missing was 97 as against 33 in 1907. The total number of persons reported missing, including reports from China and Macao, was 339. Of these 50 were reported to have been found. The corresponding figures for 1908 were 131 and 48. The large increase in the number of missing children has received the serious attention of the Government.

Kidnapping of children—mostly boys—both in Hongkong and in the adjacent districts of China has been very prevalent. This department has had the fortune occasionally to discover kidnapped children who have been brought to Hongkong and to obtain, through the Po Leung Kuk, the restoration of children who had been taken away from the Colony. The French children sent to Shanghai, referred to in last year's report, appear to have been released. There were only three cases discovered, all in the early part of the year.

FRENCH BANK ADVOCATED FOR YUNNAN.

It is reported from native sources that strenuous efforts are being put forth to establish a Chinese-French bank for Yunnan. According to our authority, the French in this province are taking steps to encourage the Canton officials to countenance such an enterprise. The reason assigned is that some railways are now opened, and probably more will follow. It will be, therefore, more convenient for traders that such a bank be established, and it will facilitate inter-communication in many ways. On the other hand, the Self Government Society in Canton opposing the suggestion with all their might. They assert that business with Yunnan is very little, and seems to be decadent, that steps are now being taken to establish a National Bank in China, which shall have branches in all the Provinces, and that therefore, when this is done, there will be no need for anything else. This attitude is taken up by all classes in Canton who have, or think that they have, any influence, and probably their united opposition will retard the movement. Meanwhile the Governor of Yunnan is pursuing the usual course of waiting, on the plea that he is examining into the probability of success in order that he may see how to advise. Probably in the end the French will get their own way, and the bank will be established.

KNOWN THE WORLD OVER.

THE world's most successful medicine for bowel complaints is Chamberlain's Colic, Cholera and Diarrhoea Remedy. It has relieved more pain and suffering, and saved more lives than any other medicine in use. Invaluable for children and adults. For sale by all chemists and storekeepers.

BIRTHDAY OF KING GEORGE V.

To-day was observed as a day of non but there was no public celebration of the birthday of King George V. on account of the death of King Edward VII. All the European shops, offices and banks were closed and at noon a royal salute was fired by the men-of-war in the harbour both British and foreign. In addition the Hong Kong and Singapore Battalion R.G.A. fired royal salutes of 21 guns. All the Government Departments were closed, while there were no sittings of the Courts either at the Supreme Court or the Magistracy.

DIOCESAN BOYS' SCHOOL SUCCESSES.

A very interesting ceremony took place at close of school last evening. The scholars have succeeded this season in winning both the Senior Challenge Shield, and the Junior Cup of the Hongkong Schools' Football League. The Bishop of Victoria, in the presence of the headmaster, (Mr. G. Perry), the staff, and the whole school, presented the trophies to the proud captain, and the gold and silver medals to individual members of the teams. The presentation was hailed with delighted ovations, the pupils manifesting justifiable pride in their school's achievements.

Displayed on the wall behind the trophies were the Black Challenge Shield for Hygiene as well as the Civil Service Challenge Cup, the latter a trophy of the recent local school sports.

Certificates, the result of an examination in Pinnau's Shortland, were also presented as a trophy. William Hall and Thomas Rowan.

Bismarck—Peter Abesser, Cheung Hong-to, Cheung U-pui and Mok Hing-shing.

The Bishop, in his usual happy way, congratulated the school in the name of the committee. He reminded them that physical and mental development should go hand-in-hand, and encouraged them to renewed effort by quoting the motto of an ancient and distinguished English family—"What we have we hold." He was pleased that short-hand was part of the school's curriculum; in this progressive, commercial age that art and typewriting were invaluable to success.

Amongst those present were Mr. R. C. Barlow, Secretary to the School's Football League, and Mr. Lorrigo, Mr. A. E. Irving, Director of Education, was unable to attend.

A pleasant gathering concluded with a hearty vote of thanks to the Bishop and the visitors.

ABANDONMENT OF BODIES.

Success of Hongkong Crusade.

The following extracts from the yearly report of the Registrar General on the matter of the abandonment of dead Chinese bodies in the streets of Hongkong will be read with interest:

The state of affairs compared with that which existed a very short time ago is one which justifies me in congratulating the leaders of the Chinese community on the success of their efforts. There still remains much to be done is obvious; it is only in Victoria that the number of bodies abandoned during the second half year is less than during the first six months. There, out of a total of 111 bodies abandoned—42 being to the last six months. Of this whole number of abandoned bodies—231—66 were bodies of infants brought to the dispensary and alleged to have been found in the street. There possibly a number of these were brought from the houses where the infants died, but the parents were afraid to give the address. In connection with the abandonment of infants' bodies, it is satisfactory to note that 5,704 children under 5 years of age were treated at the dispensaries as compared with 2,721 in 1907.

Enquiries have been received from Singapore regarding the methods adopted in Hongkong to put a stop to "dumping" and a copy of Mr. Irving's report of the 26th February was sent to the Secretary for Chinese Affairs.

The confidence which the dispensaries are beginning in various degrees to inspire is very well seen from statistics which show the number of infants—alive and dead—taken to the dispensaries and whether the address from which they came was reported or not. At the Western Dispensary, the first started, and the one in which the keenest local interest is taken, the number of infants has risen from 207 to 256 and the number of dead bodies dropped from 268 to 151, the number of dead bodies from an unknown address falling from 167 to 20. The East Point Dispensary, which was opened at the same time, is more backward but there it is a matter of congratulation that although the cases in which the address is unknown have risen from 4 to 53 the number of dead bodies has risen at the same time from 62 to 156. At the Central Dispensary, opened two years after the other two, progress is marked by a large increase of the cases in which the address is known, the number of those in which the address is unknown remaining the same.

The returns kept by the Police show that in 1905 and the four succeeding years the number of bodies dumped was 1,058, 1,447, 1,273, 983 and 381. For the purpose of comparison between the years 1908 and 1909 I take the figures given in my office returns which are 1,025 (instead of 820) and 381.

The effect of the crusade against dumping was not apparent until August, 1908. In the first seven months of 1908 the number of bodies abandoned was 749, in the last five months 297. In 1909 the corresponding figures were 223 and 158. In Victoria the number for the year has dropped from 377 in 1908 to 111 in 1909, in Kowloon from 341 to 89. The Harbour population is the worst offender, and 750 in the last five months of 1909, the corresponding figures for the last two years the absence of any serious epidemic in 1909 must not be lost sight of.

SPORTING.

Lawn Bowls.

Should the weather permit Kowloon will meet Taikeo on Saturday afternoon in the lawn bowls' league competition, while the Police will be opposed by the Civil Service.

[Continued.]

ARBITRATION.

ANGLO-AMERICAN EXAMPLE TO THE WORLD.

(Reuter's Service to the China Mail)

LONDON, June 3.

The Arbitration Tribunal, consisting of the most eminent lawyers of both countries, to settle the Anglo-American dispute in regard to the Newfoundland fisheries, has met.

The President said America and England had set an example to the whole community of nations by submitting a century-old conflict to arbitration.

TWICE ACROSS THE CHANNEL.

LATEST FLYING ACHIEVEMENT.

(Reuter's Service to the China Mail)

LONDON, June 3.

The Hon. C.S. Rolls started yesterday at 0.30 o'clock on an aeroplane trip across the English Channel, leaving Dover for Calais.

After crossing he circled for ten minutes over San Gatte but did not land, and then started back for Dover, which he reached at five minutes past eight o'clock.

(Note.—The Hon. C.S. Rolls was the founder of the Aero Club of the United Kingdom. He owns a number of balloons and in 1906 won the French Aero Club's medal for the longest balloon journey, travelling from Paris to Sharnbourn, Norfolk. He is also a noted motorist.—Ed. C.M.)

FRANCE AND MOROCCO.

(Reuter's Service to the China Mail)

LONDON, June 2.

Under the loan agreement French comptrollers have begun the collecting of ninety per cent. of the Customs in Morocco, leaving only ten per cent. for the Sultan.

A CRETAN APPEAL.

DESIRES UNION WITH GREECE.

(Reuter's Service to the China Mail)

LONDON, June 2.

The Cretan Government, in a Note to the Powers, appeals to them not to delay union with Greece, as any government other than Hellenic would be a failure.

THE GALE.

DAMAGE AT HANGCHOW.

(Wah Tai Yat Po's Service.)

SHANGHAI, June 2.

The strong gale and heavy rains did considerable damage at Hangchow on the evening of May 31st.

THE LATE CANTON MUTINY.

PUNISHMENT TO BE METED OUT.

(Wah Tai Yat Po's Service.)

PEKING, June 2.

An Imperial Edict has been issued directing the Board of Law to confer on the matter of the punishment to be meted out to His Excellency Yuan Shu Fan, the Governor-General at Canton, by reason of his being in some measure responsible for the mutiny among the foreign-trained soldiers in February last.

General Chang Chieh-pai and Colonel Lin Yu-pai are also to be handed over to the Metropolitan Court of Justice to take their trial.

THE ANNOYING COUGH.

YOUR cough annoys you. Keep on hacking and tearing the delicate membranes if you want to be annoyed. But if you want relief, want to be cured, take Chamberlain's Cough Remedy. For sale by chemists and storekeepers.

? ? ? ?

Quo Vadis

All Smokers of Turkish or Egyptian Cigarettes should exercise great care in selecting their Brand, as more FAKING and addition of scenting matter—often by means of dangerous substances—is done in connection with oriental cigarettes, than is generally known.

QUO VADIS are an entirely new departure in oriental Cigarettes made from pure tobacco only, producing an exquisite aroma and flavour unexcelled by any other cigarette.

QUO VADIS Cigarettes can be obtained at \$3.00 per 100, in boxes of 100, from

Messrs H. PRICE & Co., Ltd.,

Wine and Spirit Merchants,

12, Queen's Road Central.

TELEPHONE No. 135.

BEFORE THE RAIN.

TROUBLE FEARED IN CANTON.

(Wah Tai Yat Po's Service.)

PEKING, June 2.

The French Consul at Canton has telegraphed to the French Minister here to the effect that he feared that the death of rain and the subsequent poor rice crop in Kwangtung would lead to unrest. He therefore requested that the Board of Foreign Affairs be urged to adopt measures providing for the protection of foreigners.

[Note.—We assume that the situation has been relieved as the result of the heavy rains which are now falling in the South.—Ed. C.M.]

A YEAR'S FIRE BRIGADE WORK.

The report of the Superintendent of the Hongkong Fire Brigade for 1909 states that the total cost of the Brigade, during the year was \$72,237, of which amount \$44,129 was for the new floating engine. The strength of the brigade is 97 men, and they had to deal with 31 fires and 63 incipient outbreaks, the damage caused by the fires amounting to \$548,833, or about three times that of the previous year, though the number of fires was precisely the same.

CHINESE LABOURERS' SAVINGS.

The Registrar General makes the following interesting statement in the course of his yearly report:—"Estimates have been made at various times of the wealth brought back to China by labourers, who have emigrated to the Malay Peninsula or the Dutch Indies. I find it stated in one of the Chinese Customs reports that one shipload of 467 labourers returning to Hallow has brought back savings to the amount of \$29,035, or nearly \$60 a head, which may be accepted as the equivalent of the wages of a farm labourer for ten months."

THE ANTI-SPITTING CRUSADE.

A reference to the anti-spitting crusade is embodied in the report of the Registrar General for 1909. This states that in August a Society was formed by the leading Chinese for the suppression of spitting in public places. The Society has a most influential backing, and there is a genuine attempt to change the habits of the Chinese in this respect. The Society soon numbered 104 members. Handbills have been distributed, notices are being carried by conspicuously clothed coolies through the streets, a lecturer has been engaged and a large number of varnished boards are being prepared to be fixed permanently to the walls of houses and in public places.

CHINESE GENEROSITY IN HONGKONG.

The generosity of Hongkong's leading Chinese residents is eloquently testified to in the annual report of the Registrar General, which states:—"Men with money have many claims on their purses in Hongkong. In addition to the \$108,000 subscribed to the University, \$69,000 were subscribed for a small port hospital at Kennedy Town and the new District Plague Hospital at West Point was built at a cost of \$10,000 by public subscription. The large hospital at Yau-mat will soon be, expecting funds for maintenance and subscriptions will have to be collected to build the Plague Hospital at Wanchai. In addition to these the Chinese community maintains the dispensaries at a cost of \$28,000, the District Watchmen at a cost of \$25,000, and subscribes \$21,000 to maintain the Tung Yai Hospital, and \$8,000 for the Po Leung Kuk."

THE NIPPON YUSEN KAISHA.

Tokyo newspapers state that at a meeting of the Directors of the Nippon Yusen Kaisha it was decided to pay a dividend at the rate of 10 per cent. for the half year ended March 31st. The income available for this purpose is 2 million yen approximately, including 400,000 brought over from last account and as the dividend takes 1,100,000 yen, it

MARINE MOTORS FOR HONGKONG AND THE FAR EAST.

Some months ago, July 1909, I was approached on the subject of marine motors being used to replace steam engines in the navigation of launches and general harbour craft in the Hongkong waters.

Investigation has shown me that there is a gigantic future for such an enterprise, not only as regards Hongkong but throughout the whole of China and the Far East.

Let us take a few of the most evident points in favour of motor versus steam engines for harbour work:—

With steam engines, supposing only three runs of 20 or 30 minutes are to be made in the course of the 24 hours, steam must necessarily be kept up during the whole time. With a motor engine only a few seconds more than the actual time of the run are needed, being a saving of fuel for at least 22 hours out of the 24.

To get up steam in a cold steam engine at least from 1 to 2 hours is necessary. With a motor engine absolutely no time need be wasted.

To all intents and purposes motor power can be applied to any craft, whether at present such craft be propelled by steam, by sail or by hand. Outside harbour work (whether cargo passenger or sport be understood) there is the great demand for shallow-draft River Boats to be taken into consideration. Between Hongkong and Canton alone there is room for some hundreds of such craft, replacing and supplementing the junk and small steamer traffic, whilst in the upper reaches of the river the possibilities of the motor are practically unlimited. Going north we have not only Shanghai and the lower Yangtze waiting for us, but an entirely new departure in connection with the rapids in the Ichang and upper Yangtze districts.

As regards what is being said and done by the Motoring world the following extracts from *The Motor Boat* of the 11th November, 1909, may be of interest.

"For several reasons, marine motoring is in an earlier stage of development in Hongkong than one would have expected on seeing the fine harbour. There have long been a number of steam launches, practically every European having the use of some firm's launch after office hours, or those not so fortunate being able to hire them cheaply, and this no doubt is in part responsible for the rather backward state of the new industry. The first motor boats introduced to the Colony certainly gave the impression that they were not reliable, yet after years some of these old boats have been bought cheaply, and are now giving excellent service.

"During the typhoon season, it is necessary to haul up all the sailing boats for safety, but as the motor boats are able to make the typhoon shelters under their own power, the same necessity does not exist. Further, they are at their best in the hot weather, when they can be used for picnics, bathing parties and evening runs."

"I am not aware that a motor boat of a reasonably light weight has ever been built in the Colony. I am certain that if a good European builder came out here he could establish a fine business; it is, unfortunately, not practicable to get a man out of contract."

To meet this difficulty the Belfast Hongkong Marine Engineering Limited, have sent out a selection of both 2 and 4 stroke motors, also a couple of fitted boats. As their own engineer is on the spot trials and installations can be arranged immediately, whilst any class of motor boat can be built to order in Hongkong. This will enable purchasers to buy motor engines at makers' catalogue prices and either to utilise existing launches or whatever craft they may possess, or to choose their own style and class of boat whether of teak, seamless steel, or any other material. For *Lighters, Junks, Sampans*, etc., the company have brought out a special motor which can be adapted without piercing a hole in the stern. Of this again *The Motor Boat* says: "Probably many of the old sailing craft and junks, which are now being run off the trade by the small steamers, would still be able to compete with success if they had auxiliary motor power, as the wages bill would not increase, because the motor could be run by one of the crew. The interest on the first cost of the machinery, together with fuel and other running expenses, would be more than counterbalanced by the greater number of trips which could be made in the year. Such a vessel, if she had a motor capable of driving her at about five knots in smooth water, should easily increase her total number of trips in a year by 40 to 50 per cent. Consequently, her earnings would be nearly doubled, as the wages of the ship would not increase to any considerable extent. This increase in the gross earnings of the ship, added to the saving of any towage, which might occasionally be required in the case of a sailing vessel, should be sufficient to pay all the additional expenses entailed by the installation and running of the motor, and still show a net profit well above that when working under sail alone."

For vessels of this description the motor must be strong, simple, and efficient, as in the case of all other commercial motor craft. The power required to obtain the most economical results would be somewhere about 40 h.p. per 100 tons dead weight capacity, or even less, if a speed of 4 knots would suffice. The fuel should be either paraffin or crude oil, if the latter can be used successfully. Generally speaking, petrol should not be employed as fuel, as it is not so suitable for commercial purposes as the heavier liquids.

Re Crude Oil Engines the "Duffield" is absolutely the best, most satisfactory and most economical on the market. The "Blake" Marine Motor, which has been brought to Hongkong by the Belfast Hongkong Marine Engineering Co., Ltd. with sole

rights for China, Japan and Straits Settlements, has been selected from amongst all competing motors by the National Lifeboat Association as being most suited to their requirements and has therefore been adopted by them.

As regards *Marine Motors for Fishing*, *The Motor Boat* says: "Compared with the progress made by sail-boats at the English fishing, the motor-equipped craft have grossed more than double the wind-propelled boats, and in several cases they have tripled the earnings of the sail craft."

"Yet another sphere of usefulness for the commercial marine motor has made its appearance. Motor dredgers and weed-cutting launches are now being widely used, notably by the Egyptian Government."

Having touched thus lightly on the general advantages of motor over steam engines, let me add that it would be difficult to find a more suitable locality for giving these advantages than the Chinese waters, or a more propitious moment than the present one when competition is so keen and strong that success must go to such a firm as the Belfast Hongkong Marine Engineering, Ltd., which, contrary to order to give buyers the opportunity of seeing and testing their marine motors, have brought out their own engineers to demonstrate on the spot the advantages they offer by a practical knowledge of what engines are most suitable for the various kinds of craft and the conditions under which they will have to work.

The Belfast Hongkong Marine Engineering, Ltd., are appointed sole agents for the Far East, Japan and Straits Settlements for the motor engines, ranging from 2 to 100 B.H.P. and in price from £16 to £1,500.—Blake, Alpha, Skot, Belfast Dredger, Fishermen's Friend, the Seafarer, Steel Boat Company's Motor Launches, Life-boats and Ship's boats, and the David's Patent Cutter.

The companies' advertisements will appear in the course of a few days.

K. A. MASSEY.

Hongkong Hotel, June 1st, 1910.

POLICE ACTIVITIES.

From the report of the Captain Superintendent of Police for the year 1909 we extract the following interesting paragraphs:—

"During the year six Europeans and 177 Indians of the force obtained certificates for knowledge of Chinese, and 54 Indians for knowledge of English. Altogether the conduct of the force has been good and plucky, and activity has been duly rewarded in the case of two European officers, two Indians and three Chinese."

The establishment of the force is 132 Europeans, 411 Indians, and 511 Chinese. The total police force in the New Territories was 124 men, of whom 15 Indians were on railway duty.

The number of strange coolies who found employment on the railway could not have been less than 5,000, but they gave little trouble to the police though they kept the small debts court busy.

Thirteen European constables were engaged during the year, two recruited from England and eleven locally.

There were 9,819 cases reported to the police as against 9,162 in 1908. Serious offences showed an increase of 103.

The estimated value of property stolen during the year was £210,160.42, as against £189,211.10 in 1908. The value of the property recovered is a very small proportion, only £21,963 worth of property having been restored to owners.

Rickshaws licensed during 1909 numbered 1,100 in Hongkong, 50 in Quarry Bay, and 345 in Kowloon. Cabs licensed numbered 605 in Hongkong, 50 in the Hill district.

BOUNDARY QUESTIONS.

China has quite a number of boundary questions now on hand. We recently wrote of her alleged negotiation with Germany as to the delimitation of the latter's leased territory in Shantung, though it must be confessed that in view of the extreme accuracy which characterises all German official documents one is disposed to be doubtful about this Shantung story. There is also the Malacca controversy, about which nothing definite has recently been said. There is also the Sumatra problem, which also may be classed as a boundary problem, and which is now pressing for solution inasmuch as it affects the trade of several countries. Finally there is a delimitation dispute between England and China as to the extent of Burma and Yunnan. These are said to be in a very indefinite condition and British subjects from Burma are reported to be gradually encroaching upon territory which China regards as part of Yunnan. Much more than the duty of delimitation in this remote quarter of the world was entrusted to the Viceroy of Yunnan, and as nothing has been heard from him since then the Peking Government is said to be growing impatient.—*Japan Daily Mail*.

ENGLISH BOXER ARRESTED.

As reported in our special Reuter's telegraph service a fatal issue attended the fight between Owen Moran, of England, and "Tommy" McCarthy, of America, the latter dying subsequently as the result of a fall after a knock-out blow from his opponent. After sixteen rounds of clever, hard fighting Moran swung his right with tremendous force, landing squarely on the American's jaw. McCarthy dropped and his head struck the floor, where he lay rigid. Powerful stimulants were applied without effect, and he died in St. Mary's Hospital in the early morning without regaining consciousness. He was in the hands of the surgeons for over an hour, but their efforts were fruitless, his skull having been fractured at the base as the result of the fall on the mat. Whilst McCarthy was unconscious Moran and the seconds of both pugilists were detained by the police, and when McCarthy died Moran was formally charged with manslaughter. McCarthy's seconds were released on their own recognisances, and Moran and the other men arrested to a cash bail of £20 each. The promoters of the fight were not arrested.

TEETHING CHILDREN.

TEETHING children have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic, Cholera and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and then castor oil to cleanse the system. It is safe and sure. For sale by all chemists and druggists.

THE FISHERIES OF CHINA.

The history of fisheries in China, like that of many other things, is an old one. The ancient classics refer to the times when the primitive people tied ropes together to form fishing nets, and mention the appointment, several centuries before the Christian era, of special officials to rule over and protect the fishermen. The first statesman that recognized the importance of the fishing industry was Chiang Tsun-yu, who lived in the eleventh and twelfth centuries B.C., and rose to prominence from a humble home on the coast. It is said that this wise and virtuous angler, then 80 years of age, was fishing with a straight piece of iron, upon which the fishes readily allowed themselves to be caught, when the Emperor Wen Wang discovered him, and for twenty years he served his imperial master faithfully and successfully. Through his ardent efforts and wise planning, fishing first became an important industry among the people, and with it also grew up its allied industry, the manufacture of salt, without which the former would have been seriously crippled for want of preservative facilities.

The most ancient pisciculture was Tsao Chu Kung, who lived in the fifth century B.C. His method of fish culture combined both knowledge and ignorance. He dug a pond of the size of an acre, leaving nine small islands scattered about. In the pond he placed 20 female carp 3 feet in length and 4 male ones of similar size. This was done in the month of March. In March of the following year there were found 5,000 fishes one foot long, 10,000 two feet long, and 15,000 three feet long. In the third year the number had been multiplied ten or twenty times, while in the fourth year it was not possible to keep count. The nine islands were to deceive the fishes, who would believe that they were in the big ocean travelling around the nine continents.

Pisciculture in China has been confined to fresh water kinds. The fry are fed with the yolk of eggs, with very fine bran, or with beans ground to a powder. When the fish reach the length of a foot or so they are transferred to a pond, where they are fed with young grass. It is considered advisable not to have the pond too deep for fear of the water getting too cold for the young fish, and certain plants and trees are grown around and over the pond for various purposes and with various objects. For instance, it is believed that the dew from the plant leaves has a medicinal effect on the fishes, the berries of the cherry tree are relied upon by the young fishes as a food, the grape vines which cover the pond prevent birds from polluting the water, and the luxuriant growth of the hibiscus along the edges repels the invasion of weavers. Of course, all these beliefs and theories are not scientific, but are based on tradition and experience.

With the division of the people of the Empire into four distinct classes—scholars, agriculturists, artisans, and merchants—the men of the second class followed the trade of fishing for a livelihood were placed in an anomalous position, in that they were not included in any of the four classes. Thus severely ostracized to a certain extent, they clung more and more to themselves, forming groups and colonies of their own along the coasts and on isolated and rocky islands. They lived in a world of their own, knowing nothing of the affairs of their country and caring less. To this day they do not come into direct contact with their countrymen on the mainland or in the interior, disposing of their catches of fish to fishermen, who go out to them during the fishing season with silver or with the necessities of life in exchange for the fishes.

In discussing the fisheries of China attention must be called to the difference in taste between our people and those of the West. In the first place, the epicures do not care much for deep-sea fishes, and a fish like the salmon would not at all appeal to their palates. Their delicacies in eating those of the sunny tribes whose meat is soft and fine, and are to be caught in rivers, brooks, lakes, ponds, and the surface of the ocean. Another factor which has checked the development of deep-sea fishing has been the lack of rapid transportation facilities and of refrigerative means, necessitating the preservation of deep-sea fishes in salt before they could be sent inland. On the other hand, there are products of the sea which are greatly valued by the Chinese, and the delicacies of the table, but which have little or no consumption in the West. Just to mention a few well-known ones, the fins of the shark, the beche-de-mer, the cuttlefish, the jellyfish, the scallop, and the awabi, or important articles of domestic commerce, but are not bought or sold to any extent in the West.

The more common of the edible fishes in China are the perch, mackerel, sturgeon, goby, pomfret, eel, gudgeon, snail, sole, mullet, flounder, herring, carp, bream, etc. With the spread and growth of a view to commerce and industry, and the possibilities of the fishing industry have become more and more apparent to our leaders, and it is realized that for a proper development the whole industry must be thoroughly organized and all modern improvements in the way of vessels, apparatus, and methods of fishing, aquaculture, etc., must be introduced. A bureau of fisheries, modelled much after the pattern of the West, with headquarters at Shanghai and branches at Hankow, Tientsin, Canton, Canton, and Foochow, has been established. The maritime provinces of Fungting, Shantung, Chikiang, Kiangsu, Fukien, and Kwangtung have interested themselves in the work of the bureau. Investigation has been made of the different types of vessels, nets, and other apparatus employed in the industry, of the groups of fishermen and their methods of fishing, of the habits and rules and traditional usages obtaining among the fishermen, with a view to government regulation and supervision, and also of the numerous islands and rocky coasts which have for centuries been the resorts of our fishermen. The last mentioned work has been carried out with the co-operation of instructors from the naval college at Nanjing. This fisheries bureau, more commonly known as the Kiang-Cho Fishery Company, is authorized and recognized by the Ministry of Agriculture, War, and Commerce, and has for commissioner-general the Viceroy of Shantung. Established only about four years ago, the fisheries bureau is of course only in embryo state, but in a general way much has been encouraged and developed in that protection has been afforded to the fishermen from attacks of pirates, from clandestine fishing by foreign vessels in Chinese waters, and from illegal exactions by official underlings. By the construction of houses for the storing of natural ice, the sale of fresh salt has greatly increased. A fishing vessel, propelled by steam power, was purchased, but so far the vessel has proved to be a failure from a financial point, for the simple reason that deep-sea fishes cannot fetch good prices in the country. Four

years ago the bureau succeeded in sending a very complete exhibit of the fisheries of the Empire to the Milan Exposition.

It is proposed to establish a large fishery school at Wosung, the entrance to the city of Shanghai and the centre of numerous fishing boats, the funds being contributed by the governments of 11 provinces. The site has already been chosen and levelled, and construction of the building will begin in the immediate future. As a nucleus of this future college—for it is hoped the institution will grow into a college—a school, with 1,000 pupils, mostly sons of fishermen, has been organized. Connected with the school is a museum, and it is planned to construct an aquarium on a large scale.

One of the more important duties of the bureau has been the collection of statistics, a branch of knowledge much neglected by China in the past. The work is full of difficulties, but from a cursory examination it is found that the total number of salt water fishing vessels is in round numbers 200,000, one-fifth of which hover on the coast of Chekiang Province.—*Peking Daily News*.

VISIT OF JAPANESE TRAINING SQUADRON.

The Japanese training squadron consisting of the "Aso" and the "Soya," under the command of Admiral Ichii, and with H. I. H. Prince Kitashimikawa on board, will arrive here from Singapore on the 8th inst. It will be remembered that the vessels are prize ships captured from the Russian Navy during the late Russo-Japanese War, the "Aso" being known formerly as the "Bayan" and the "Soya" as the "Varig."

There are about 600 cadets on each boat, and during their stay in Hongkong arrangements will be made for their entertainment. We understand that the stewards of the Jockey Club are entertaining the visitors to a luncheon at the Racetrack, where sports and other forms of recreation will be indulged in.

THE WORLD'S NAVIES.

How Great Britain Stands in Relation to the Powers.

The Admiralty has issued their second annual return in a form requested by Sir Charles Dike of the fleets of the world, omitting battleships and armed cruisers over twenty years old from the date of launch, and distinguishing between the various types of vessels. The return also specifies for every vessel the date of launch, the date of completion, the displacement, horse-power, and armaments reduced to a common scale.

Great Britain is shown to head the list in effective battleships, of which type she has 66, including the monster Dreadnoughts. Next comes Germany with 33, the United States 30, France 17, Japan 14, Italy 10, and Russia 7. Great Britain has nine vessels building, Russia and Germany 8 each, France 6, the United States 4, Japan 3, and Italy 2.

Neither Great Britain, Italy, nor Japan have any warships known as the armoured coast defence type, but the United States has 10, France 8, Germany 7, and Russia 2. Apparently these numbers are considered adequate, for there are no more such vessels building.

ARMOURD CRUISERS.

In the matter of cruisers Great Britain again is well ahead of all her rivals, having thirty-eight armoured, eighteen first-class, thirty-five second-class, sixteen third-class, and two unprotected. France possesses twenty armoured cruisers, five first-class, and twenty second-class. In the Russian navy there are four armoured cruisers, seven first-class, two second-class, and a similar number of third-class. Germany at the present moment numbers nine armoured cruisers, twenty-two second-class, twelve third-class, and ten unprotected. Italy has eight armoured cruisers, three second-class, and eleven third-class. The United States is also fairly strong in cruisers, having fifteen armoured, three first-class, sixteen second-class, two third-class, and five unprotected. The Japanese have at their command twelve armoured cruisers, two first-class, eleven second-class, six third-class, and a similar number of unprotected. Of the armoured class Great Britain and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At present there are very few of the large variety of destroyers in the world, Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no first or second-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy. At

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

PORTS	VESSELS	To Sail on	Remarks
LONDON & ANTWERP	JAPAN	3 p.m., 8th June	Freight and Passage.
London & Antwerp	ARCADIA	About 9th June	Freight and Passage.
London & Antwerp	ASSAYE	Noon, 11th June	Freight and Passage.
London & Antwerp	BORNEO	About 15th June	Freight and Passage.
London & Antwerp	SOMALI	About 18th June	Freight and Passage.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

EMPIRE LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 13 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

From Hongkong	From Quebec
EMPIRE OF JAPAN	EMPIRE OF BRITAIN
SATURDAY, 4th JUNE	FRIDAY, 1st JULY
EMPIRE OF CHINA	ALLAN LINE
SATURDAY, 25th JUNE	FRIDAY, 22nd JULY
EMPIRE OF INDIA	EMPIRE OF IRELAND
SATURDAY, 18th JULY	FRIDAY, 12th AUG.
EMPIRE OF JAPAN	ALLAN LINE
SATURDAY, 6th AUG.	FRIDAY, 2nd SEPT.
EMPIRE OF CHINA	EMPIRE OF BRITAIN
SATURDAY, 27th AUG.	FRIDAY, 23rd SEPT.

Empire Steamships leave Hongkong at 5.00 p.m. and at 12 Noon. Each Trans-Pacific Empire connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The Empires of Britain and of Ireland are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The Empires steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$27.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Government.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

H. M. S. 'MONTAGUE' carries only 'One-Class' of Saloon Passengers (Second Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

SEALINE

Tons	Captain	To Sail
SELJA	OLAF LIE	About 23rd June

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For freight rates of Freight and further information, communicate with or apply to—

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG—SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STANDARD

For	Leaving
HAITAN	SWATOW, AMOY & FOOSHOW, TUESDAY, 7th June, at 10 a.m.
HAIRANG	SWATOW, AMOY & FOOSHOW, FRIDAY, 10th June, at 10 a.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, November 17, 1908.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

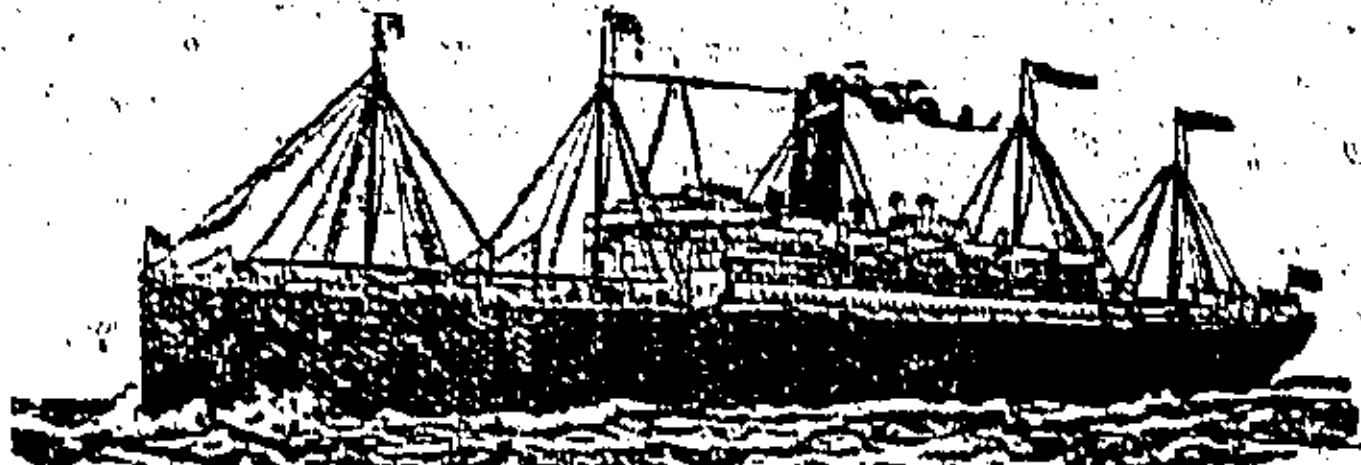
THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 8, 1908.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	SATURDAY	4th June, Daylight
MANCHURIA	27,000	SATURDAY	11th June, at 1 p.m.
CHIYU MARU	21,000	SATURDAY	2nd July, at 1 p.m.
MONGOLIA	27,000	SATURDAY	9th July, at 1 p.m.
TENYO MARU	21,000	SATURDAY	16th July, at 1 p.m.
KOREA	18,000	SATURDAY	30th July, at 1 p.m.
NIPPON MARU	11,000	SATURDAY	6th Aug., at 1 p.m.
SIBERIA	18,000	SATURDAY	

The P.M. s.s. MANCHURIA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, June 4th, at Daylight.

Fares: Hongkong to London \$71 10/0. Return six months \$120 2s months \$125; including Berth and Meals across America.

INTERMEDIATE SERVICE.

Asia 9,500 Tons, SATURDAY, 18th June, at 1 p.m.

China 10,200 " SATURDAY, 18th Aug., at 1 p.m.

The s.s. ASIA will leave for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, June 18th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London, via Canadian Atlantic Ports \$43.

Hongkong to London, via New York \$45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, King's Buildings (opposite Blake Pier).

FRED J. HALTON, Agent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
TACOMA, via KEELUNG	TACOMA MARU, Capt. H. Yamamoto.	5,178	Wednesday, 15th June, at Noon.
MOJI, KOBE & YOKOHAMA	TACOMA MARU, Capt. H. Yamamoto.		Wednesday, 29th June, at Noon.
TACOMA, via MOJI, KOBE & YOKOHAMA	DAIICHI MARU, Capt. Y. Yamamoto.		Monday, 12th June, at 10 a.m.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers, also staterooms. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasury and Fur. Special attention given towards Express connection.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout.

The newly built steamers: CHOKU MARU and 'BOJUN MARU'—First-class cabins—AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, June 22, 1909.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

STEAMERS	To Sail
SAVIER GENOA, ACHERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	PRINZ HENRI FRIEDRICH, Capt. E. Malchow, WEDNESDAY, 15th June, at Noon.
SHANGHAI, TSINGTAI, NAGASAKI, KOBE & YOKOHAMA	ROON, Capt. —, About WEDNESDAY, 15th June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	PRINZ SIGISMUND, Capt. D. Lent, SATURDAY, 18th June, at Daylight.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill, About end of June.

For further Particulars apply to Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers	To Sail
THIENSHIN via WEI-HAI-WEI	CHONGSHING	MONDAY, June 6, at 4 p.m.
SHANGHAI	KWONGSANG	TUESDAY, June 7, at Noon
SHANGHAI, KOBE AND MOJI	FOOKSANG	FRIDAY, June 10, at Noon
MANILA	LOONGSANG	FRIDAY, June 10, at 4 p.m.
SINGAPORE, PENANG AND CALCUTTA	KUTSANG	SATURDAY, June 11 at Noon

RETURN TOURS TO JAPAN, Occupying 34 days.

The steamers Kutsang, Mausang and Fooksang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Lights. A daily qualified Surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Kutch, Lahad Datu, Singapore, Tawau, Ulu, Jesselton and Labuan.

For Freight or Passage, apply to Sub. Exch. 4. Telephone No. 915. JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAIGON	CHINA	June 3, at 3 p.m.
SHANGHAI	CHINA	5, Daylight
CEBU & NEW ORLEANS	NANYANG	5, Daylight
AMOI, MANILA, CEBU & ILOILO	SHONGKING	June 6, at 3 p.m.
MANILA	TEAN	June 7, at 3 p.m.
SHANGHAI	CHENAN	June 9, at 4 p.m.
SHANGHAI	LIAN	June 12, Daylight
MANILA, ZAMBOANGA, and USUAL AUSTRALIAN PORTS	TAITAN	June 25, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly. S.S. 'LINTAN' and S.S. 'SARU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SURE STEAMERS & THIENHIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

FAST SCHEDULE TWIN SURE STEAMERS.—(S.S. Anhui, Chenan, Lian, Chihna)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. FARES.—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 45.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	STEAMERS	CAPTAIN	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	ARMAND BEHIO, GUIONNET.		June 6, p.m.
MAHSEILES, Via PORT SAUD, TOURANE	LANGLIN.		June 7, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	TOKIN, CHARLONNE.		June 20, p.m.
MAHSEILES, Via PORT SAUD, YARRA	RESCORCELL.		June 21, at 1 p.m.

TRANSHIPMENT on the Co.'s Steamers at Singapore for BATAVIA, SOERABAYA for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from \$27.10 up to \$71.10. 20 hours railway from Marseilles to London. Interceptors meet passengers on their arrival in Marseilles.

For further particulars, apply to P. THOMAS, Agent, QUEEN'S BUILDING.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

Tons, Gross	Sails
s.s. Hongkong Maru - 11,000	June 25th, at noon.
s.s. Kiyo Maru - 17,200	Aug. 24th, at noon.
s.s. Bujo Maru - 10,500	Oct. 22nd, at noon.

For particulars apply to N. YAMADA, Acting Manager, TOYO KISEN KAISHA, King's Buildings.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAITS AND COLOMBO.

To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

AND ALL NORTH AND SOUTH AMERICAN PORTS.

Also via Aden or Port Said, by the Company's 'Arabian and Persian Service' to Arabian and Persian Gulf Ports.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hotels.

KING EDWARD HOTEL.

HIGH-CLASS HOTEL.

LADIES' AFTERNOON TEA ROOMS. Private Bar and Billiard Room. Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Table D'Hôte at Separate Tables. Telephone: 'VICTORIA' Hongkong. For Terms, etc., apply to the MANAGER. Hongkong, October 2, 1908. 1338

VICTORIA HOTEL.

SHAMKIN, CANTON. Manager: Mr. H. HAYES. Telegraphic Address: 'Victoria Shamkin'. Situated on the British Concession.

MACAO HOTEL.

MACAO. Telegraphic Address: Farmer Macao. Situated in the Centre of the Praya Grand.

Both Hotels electrically lighted and under experienced European Supervision. GORDON & CHAMBERS PROPRIETORS. Every information and special attention to Tourists. Reasonable Rates. Wm. FARMER, Proprietor. Macao, May 13, 1908. 1302

'BRASSIDE' PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well-Furnished Rooms, Every comfort. Fine View of the Harbour. Telephone, No. 300. Apply to Mrs F. W. WATTS, 'Brasside', 20, Macdonnell Road. Hongkong, September 2, 1908. 1314

KINGSLERE PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road. Tel. No. 124. Telegram Address: 'Kingslere'. A.B.C. Code, 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses. Proprietress, Mrs F. SAUSSE. Hongkong, September 1, 1908. 1208

PRINTING..

PRINTING..

PRINTING..

Artistic Printing

AND

Book Binding

Done with Neatness and Dispatch

At Moderate Prices

Programmes

Company Reports

Business Circulars

and

Books of all kinds

Under European Supervision

China Mail Office

5, WYNDHAM STREET, HONGKONG.

Y'S CHRISTIANITY W.C.B.M. INTRODUCING INTO CHINA.

Reprints from the 'China Mail'.

To be had at the 'China Mail' Office, 5, Wyndham Street.

Price: ———— 30 Cents.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMeward PASSENGER SEASON 1910.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leaves	Connecting Steamers	Due	Due
Colombo	Hongkong	from Colombo to	Marcelline & London	Marcelline & London
Steamer	Tons	Steamer	Tons	Friday
ASSAYE	7971	June 11	7951	July 16
ARCADIA	8603	June 25	8600	July 30
DELTA	8063	July 9	8060	Aug. 13
DELTA	8000	July 23	8000	Aug. 27
ASSAYE	7900	Aug. 6	7900	Sept. 10
DEVANHA	8000	Aug. 20	8000	Sept. 24
ARCADIA	8602	Sept. 3	8600	Oct. 7
DELTA	8063	Sept. 17	8060	Oct. 21
DELTA	8000	Oct. 1	8000	Oct. 25
ASSAYE	7976	Oct. 15	7911	Nov. 18
DEVANHA	8000	Oct. 29	8000	Nov. 22

Passengers change steamers at Colombo, and those for Bangkok transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is deftly reserved in Hongkong or at time of booking.

Fares to London (including Surtax):
1st Saloon.....\$110.00 Single. \$106.14 Return.
2nd ".....\$48.8 " \$23.12 "

In addition to the above Mail Steamers the following:-
INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leaves	Due
Hongkong	London	London
BOERNE	about 15	July 30
DELTA	about 29	Aug. 14
DELTA	about 13	Aug. 23
DELTA	about 27	Sept. 11
SUNDA	about 24	Oct. 8
NUBIA	about 7	Oct. 28
SYRIA	about 5	Nov. 20
PALAWAN	about 17	Dec. 1

These Steamers call also at Singapore, Penang, Colombo, and at Marcelline.
Fares to London (including Surtax):
1st Saloon.....\$55.00 Single. \$52.10 Return.
2nd ".....\$28.10 " \$27.4 "

Carry 1st and 2nd Saloon Passengers.

For further particulars Apply to

E. A. HEWITT, Superintendent.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila	SATURDAY, June 4, at Noon.
RUBI	2540	A. Fraser	Manila	June 11, at Noon.

For Freight or Passage, apply to
Shewah, Tones & Co., General Managers.

NIPPONYUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSHALLS, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TANGO MARU, Capt. A. Christensen, Tons 6000 KAMO MARU, Capt. F. L. Sommer, Tons 6000 AKI MARU, Capt. K. Homma, Tons 7000	WEDNESDAY, 8th June, at Daylight. WEDNESDAY, 22nd June, at Daylight. WEDNESDAY, 8th July, at Daylight.
VICTORIA, B.O. & SEATTLE, VIA KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU & YOKOHAMA.	AWA MARU, Capt. S. Ishikawa, Tons 7000 INABA MARU, Capt. K. Kawara, Tons 7000	TUESDAY, 21st June, at 4 p.m. TUESDAY, 19th July, at 4 p.m.
VICTORIA, B.O. AND SEATTLE.	KAMAKURA MARU, Capt. V. Nagao, Tons 7000	SATURDAY, 18th June, from KOBÉ.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNS, YAWATA MARU, VILLE AND BRISBANE.	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sakino, Tons 5000	FRIDAY, 10th June, at Noon. FRIDAY, 8th July, at Noon.
SHANGHAI, MOJI & KOBÉ.	HAKATA MARU, Capt. A. Mocker, Tons 7000	WEDNESDAY, 8th June, p.m.
WAGASAKI, KOBÉ & YOKOHAMA.	YAWATA MARU, Capt. T. Sakino, Tons 5000	WEDNESDAY, 8th June, at Noon.
KOBÉ & YOKOHAMA.	MISHIMA MARU, Capt. A.E. Moses, Tons 9000	THURSDAY, 9th June, 5 p.m.
BOMBAY, VIA SINGAPORE & COLOMBO.	COLOMBO MARU, Capt. E. Combes, Tons 6000	TUESDAY, 14th June.

Fitted with new system of wireless telegraphy.
Cargo only. Carries deck passengers.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 'Aki Maru' 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$90.	
2nd class \$80	\$70	\$60	\$50.	

With option of Ball between calling ports in Japan.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chamber Road.

T. KUBUMOTO, Manager.

Shipping

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

LIGHTNING

Captain A. E. GANTLEY, will be despatched for the above ports on TUESDAY, the 7th inst., at Noon.

For Freight or Passage, apply to

DR. SASSOON & Co., Ltd., Agents.

Hongkong, June 2, 1910. 707



FOR

STRAITS, ORYLON, AUSTRALIA.

INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH

AND LONDON.

Through Bills of Lading issued for BATA-

VIA "SPERIAN" GULF, CON-

TINENTAL, AMERICAN AND

SOUTH AFRICAN PORTS.

THE Steamship ASSAYE, Captain Owen

JONES, R.N.A., carrying His Majesty's

Mails, will be despatched from this for

BOMBAY, &c., on SATURDAY, the 11th

June, 1910, at Noon, taking Passengers

and Cargo for the above ports in connection

with the Company's Steamship "Lark",

7,912 tons, from Colombo, Passenger

accommodation in which vessel is secured

before departure from Hongkong.

Silk and Valuable all Cargo for France,

and for London (under arrangement) will

be transhipped at Colombo into the mail

steamer proceeding to Marcelline and

London; other cargo for London, &c., will

be conveyed via Bombay by the R.M.S.

Oceana, due in London on the 10th July,

1910.

Parcels will be received at this Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

For further particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, May 28, 1910. 671

CANADIAN PACIFIC

RAILWAY CO.

FOR VANCOUVER.

THE Steamship

OCEANO,

From Hongkong, on

SATURDAY, 11th June, for

VANCOUVER Direct.

To be followed by

SUVERIC.....18th June.

KUMERIC.....5th July.

AYMERIC.....26th July.

SUVERIC.....2nd August.

Bills of Lading issued to Victoria, Van-

couver and Overland Points in Canada,

the United States and to the West Indies.

For further information regarding rates

of freight, etc., apply to:-

CANADIAN PACIFIC

RAILWAY CO.,

HONGKONG.

Hongkong, May 28, 1909. 679

THE AMERICAN AND ORIENTAL

LINE.

FOR NEW YORK

(With Liberty to Call at the Malabar

Coast).

THE Steamship

AFRICAN PRINCE,

will be despatched for the above Port on

TUESDAY, the 14th June, 1910.

For Freight or Passage, apply to

ARNOLD, KARBURG & CO.,

27, Queen's Road, Agents.

Hongkong, May 17, 1910. 632

SHIRE LINE OF STEAMERS,

LIMITED.

FOR LONDON, ROTTERDAM AND

ANTWERP.

THE Steamship

BRECKENSHIRE,

Captain TOMLINSON, will be despatched as

above on about 20th June.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, May 31, 1910. 687

AUSTRIAN

NAVIGATION

COMPANY

STEAM

FOR

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KALACHI, ADEEN,

SUZEE AND PORT SAID.

(Taking Cargo at through rates to the

BRITISH, to ROUTE AFRICA, PERMANENT

GULF, Red Sea, Black Sea, Levant, YEMEN AND ADEN PORTS.)

THE Steamship

E. FRANZ FERDINAND,

Captain OCHS, will be despatched as above

on 28th June, 1910.

This Steamer has capital accommodation

for passengers, Electric Light and

carries a Doctor.

For information as to Passage and

Freight, apply to:-

KANDLER, WILDER & CO.,

Agents.

Prince's Buildings,

Hongkong, May 31, 1910. 692

Notices to Consignees

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

FRANZ SCHOENMUND,

having arrived, Consignees of cargo are

herby informed that their Goods, with the

exception of Opium, Treasure and Val-

ables, are being landed and stored at their

risk into the Godowns and/or extra haz-

ardous Godowns of the Hongkong and Kow-

loon Wharf and Godown Company, Limited,

Kowloon and West Point Godowns, whence

delivery may be obtained.

No claims will be admitted after the

goods have left the Godowns, and all goods

remaining undelivered after the 7th of

June will be subject to rent.

All broken, chafed and damaged Goods

are to be left in the Godowns where they

will be examined on the 7th of June, at

8.30 a.m., on the 8th inst.

All claims must reach us before the 11th

of June, 1910, or they will not be

recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

the Undersigned as to Passage and

Freight, apply to:-

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, May 31, 1910. 689

SHIRE LINE OF STEAMERS,

LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE

THE Company's Steamship Pembroke

having arrived from the above ports,

Consignees of Cargo are hereby informed

that their Goods are being landed and placed

at their risk in the Hongkong & Kowloon

Wharf and Godown Co.'s hazardous and/or

extra hazardous Godowns at Kowloon,

where each consignment will be sorted

(as marked by mark and delivery can

be obtained as soon as the Goods are

landed.

Goods not cleared by the 7th inst.,

at 8 p.m., will be subject to rent.

No Fire Insurance will be effected by us

in any case whatever.

All damaged packages must be left in the

Godowns, where they will be examined at

9.30 a.m., on the 7th inst.

No claims will be admitted after goods

have left the Godown nor will they be

recognized if presented after 10 days of

vessel's arrival here.

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, June 1, 1910. 700

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD.

BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

YORKE,

having arrived, Consignees of cargo are

herby informed that their Goods, with the

exception of Opium, Treasure and Val-

ables, are being landed and stored at their

risk into the Godowns and/or extra haz-

ardous Godowns of the Hongkong and Kow-

loon Wharf and Godown Company, Limited,

Kowloon and West Point Godowns, whence

delivery may be obtained.

No claims will be admitted after the

goods have left the Godowns, and all goods

remaining undelivered after the 7th of

June will be subject to rent.

All broken, chafed, and Damaged Goods

are to be left in the Godowns, where they

will be examined on the 7th of June, at

8.30 a.m., on the 8th inst.

All claims must reach us before the 11th

of June, 1910, or they will not be re-

cognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

the Undersigned as to Passage and

Freight, apply to:-

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, June 1, 1910. 700

Notices to Consignees

'INDRA' LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUZ CANAL.

THE Co.'s Steamship 'Indra' having

arrived from the above Ports, Con-

signees of Cargo are hereby informed that

their Goods are being landed and placed at

their risk in the Hongkong and Kowloon

Wharf and Godown Company's hazardous

and/or extra hazardous Godowns at

Kowloon, where each consignment will be

sorted out mark by mark, and delivery can

be obtained as soon as the Goods are land-

